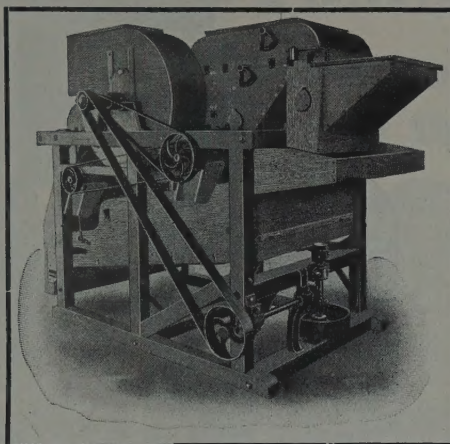


The Ohio Oscillating Corn and Grain Cleaner

A JUDGE
OF
MERIT
WILL SELECT
THE
OHIO
MACHINES
EVERY TIME



THERE IS A REASON FOR IT

When Elevator men write us letters like the following, are you surprised that we doubled our sales during the year of 1909.

THE BRYANT GRAIN CO.

Bryant, Ind., Feb. 22, 1910.

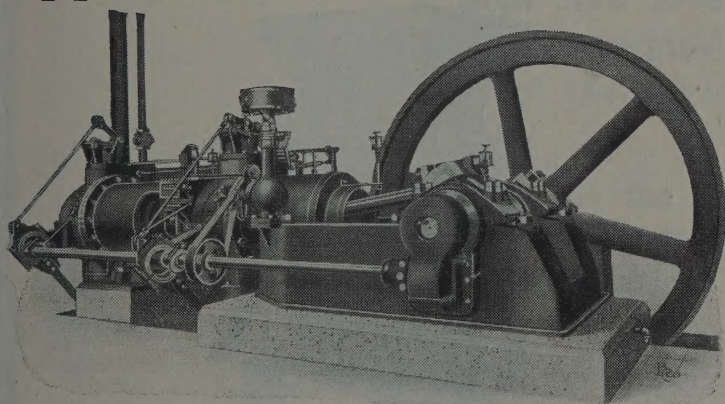
In regard to the Grain Cleaner, can say that we are very well satisfied with it. We have commission men tell us that we ship the best cleaned corn that comes to **their market**. Will say farther that no one will make a mistake by buying a Grain Cleaner put out by the Philip Smith Mfg. Co.

Yours respectfully,

BRYANT GRAIN CO.

The Philip Smith Mfg. Co.
SIDNEY, OHIO

Why does Gas Power appeal to the Grain Trade?



Because it presents a
**FLEXIBLE, ECONOMICAL and ENTIRELY
SATISFACTORY POWER**

Does a St. Marys furnish your power?

Let us get acquainted, we can furnish you
an engine for any service, 2½ to 480 H. P.

We can interest you with any fuel.

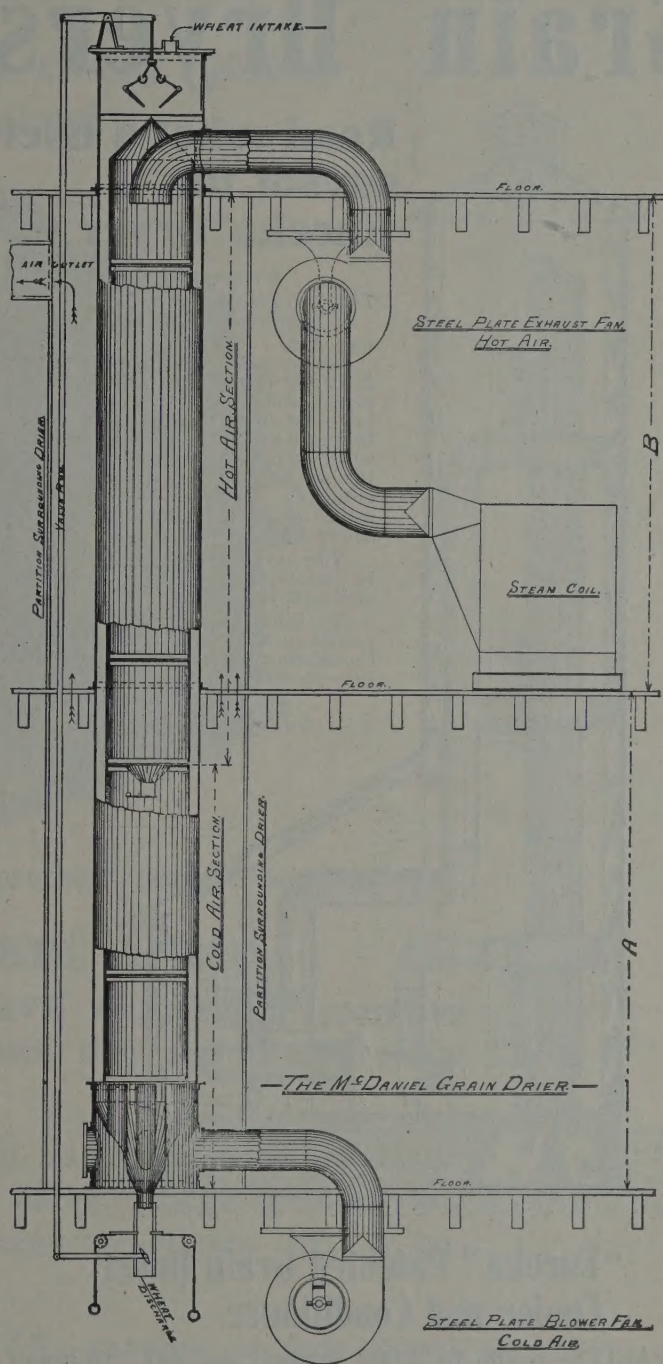
ST. MARYS MACHINE CO.

(ESTABLISHED 1869)

ST. MARYS,

OHIO

McDANIEL GRAIN DRIER



Will remove any percentage of moisture desired.

Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.

NIAGARA SEPARATORS AND OAT
CLIPPERS ARE UNSURPASSED

RICHMOND MFG. CO.

LOCKPORT
N. Y.

Established 1863



"EUREKA"



Grain Dryers

Read what a user
says of the
Eureka Dryer

WICHITA, KAN., Sept. 15th.
The S. Howes Company,
Silver Creek, N. Y.

Dear Sirs:

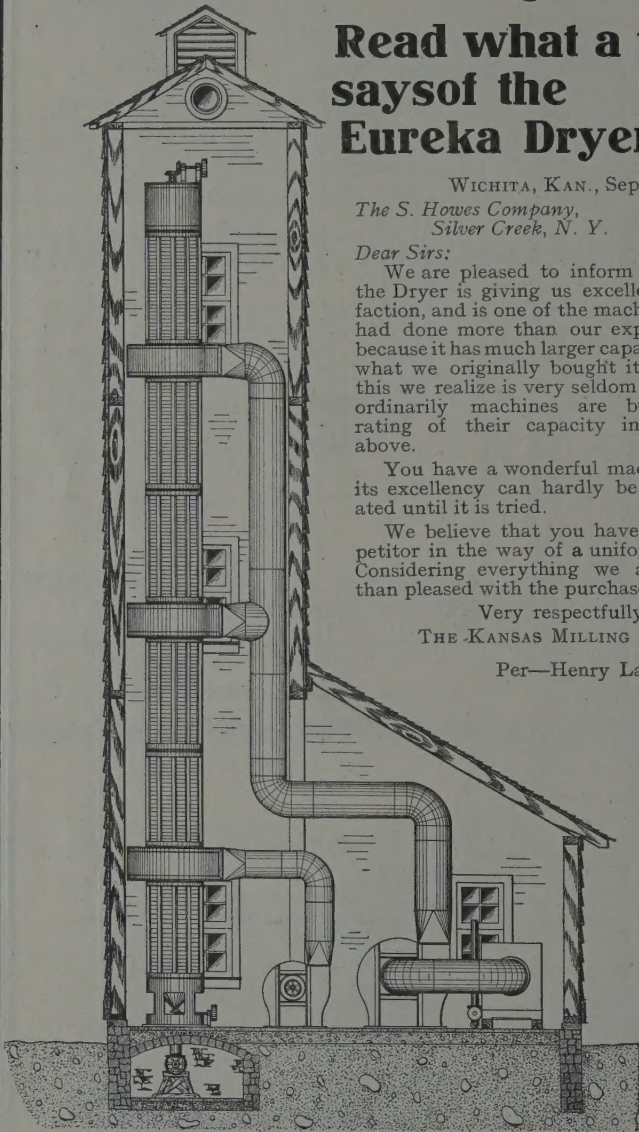
We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that had done more than our expectation, because it has much larger capacity than what we originally bought it for, and this we realize is very seldom the case; ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform dryer. Considering everything we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING COMPANY

Per—Henry Lassen,
Pres't.



"Eureka" Patented Grain Dryer Cooler and Conditioner

CAPACITY—1,700 to 2,000 Bushels per day (10 hours)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping. Automatic and Continuous in operation as Dryer and Cooler. Total Height, 49 feet.

SOLE MANUFACTURERS

THE S. HOWES COMPANY

Originators of the Highest Grade Grain Cleaning Machinery

"EUREKA WORKS" = SILVER CREEK, N. Y.



REPRESENTATIVES

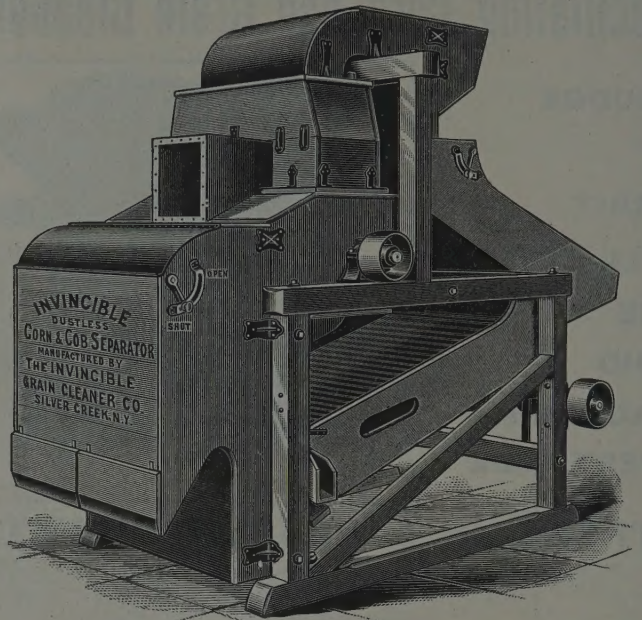
E. A. Pynch & Co., 311 Third Ave. S., Minneapolis, Minn.
J. Q. Smythe, Hotel Savoy, Kansas City, Mo.
E. R. Watson, 223 E. Kentucky St., Louisville, Ky.
Wm. Watson, Box 740, Chicago, Ill.
W. M. Mentz, Green's Hotel, Philadelphia, Pa.



CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



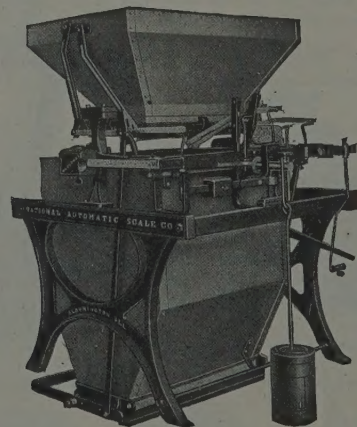
INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

J. H. Pank, 512 Traders' Bldg., Chicago, Ill.
F. J. Murphy, 225 Exchange Bldg., Kansas City, Mo.
The Strong-Scott Mfg. Co., Minneapolis, Minn.
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.
Chas. Beatley, Terminal Hotel, St. Louis, Mo.
J. J. Ross Mill Furnishing Co., Portland, Ore.

The NATIONAL



is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that you can **swear by**. A scale that will **accurately** weigh your grain while you do something else. **TO OPERATE:** Turn on the grain and "let 'er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval.

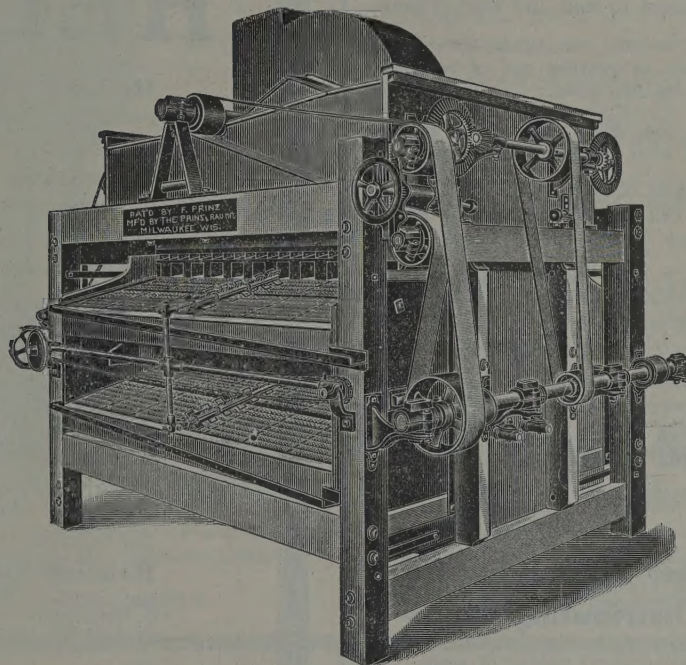
ADDRESS

THE NATIONAL AUTOMATIC SCALE COMPANY

215 E. Douglas St., BLOOMINGTON, ILL.

PRINZ AUTOMATIC SEPARATORS

are Automatic in every sense
of the word



They require no attention to produce perfect separations.

HERE ARE SOME SPECIAL FEATURES:

PATENTED TRAVELING SIEVE CLEANERS, operating on top of the sieves, where they can be most easily controlled.

SEED SIEVES at the head of each and every sieve, removing the small seeds early in the process, and thereby facilitating the removal of the coarser impurities.

EXCEPTIONALLY LARGE FAN, running at low speed, producing a strong and steady current of air.

Write for Descriptive Circulars

THE PRINZ & RAU MFG. CO.

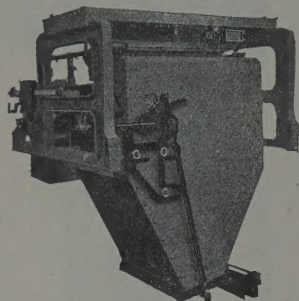
MILWAUKEE, WIS.

Represented by W. G. Clark, 701 Fisher Bldg., Chicago, Ill.; A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 757 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
European Representatives, Ingenieur Bureau, Prins Mauritsplein, La, The Hague, Holland.

THINGS THE NEW RICHARDSON AUTOMATIC SCALE CAN'T DO.

It can't stop through rust on the bearing parts, because these are made of non-corrosive metal.

It can't stop through dust clogging the working parts because these are beveled off, so that dust slips off. The knives are protected by special caps. The weight box is specially designed to exclude dust.



It can't stop through light oats arching over the opening because the opening is adjustable and can be enlarged or decreased to feed any kind of grain.

It can't become inaccurate through vibration or getting out of level,—it finds its own level.

It can't pass grain unweighed because fitted with our interlocking gear.

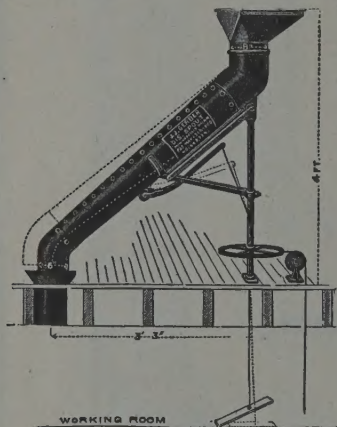
IT CAN'T HELP BUT BE DURABLE BECAUSE IT'S THE STRONGEST BUILT SCALE ON THE MARKET—**RICHARDSON** IS THE NAME!

RICHARDSON SCALE COMPANY

2 Park Row, NEW YORK

122 Monroe St., CHICAGO

413 Third St. S., MINNEAPOLIS



Good Spouts Reasonable Prices

That is what you get when you buy the

Gerber Improved No. 2 Distributing Spout

Will prevent mixing of grain. Can be operated from working floor. I make a specialty of elevator and mill spouting. For particulars write

J. J. Gerber, MINNEAPOLIS MINNESOTA

ROBINSON TELEGRAPHIC CIPHER

Revised Edition

Cloth Binding - - - \$1.50
Leather Binding - - - \$2.00

Mitchell Bros. & Co., 315 Dearborn St., Chicago.

Section of
Old Style Flight

Section of
Helicoid Flight

HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and

Helicoid flight and pipe are put together so they support and strengthen each other.

Helicoid flight has a shovel edge. Other has blunt edge.

Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

Helicoid requires fewer repairs, and less power to drive it.

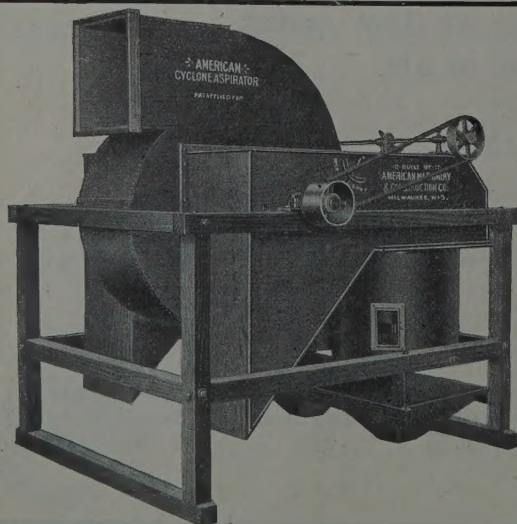
Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

Ask about our Steel Conveyor Boxes, too.

H. W. Caldwell & Son Co.
17th St. and Western Ave., Chicago

BRANCH OFFICE

New York:
Fulton Bldg. Hudson
Terminal,
50 Church St.



It Weighs Each and Every Kernel of Grain Individually--separates oats from wheat, barley, rye and corn---extracts all shrunken kernels, chaff, seeds, stems, straw joints, chaff and all other refuse of a lighter specific gravity than the grain to be cleaned.

That is the reason why every grain dealer, miller or maltster who wants his grain absolutely clean needs an **AMERICAN CYCLONE ASPIRATOR.**

We are also the makers of the American Grain Cleaners and Separators.

American Machinery & Construction Co.
MILWAUKEE, WISCONSIN

THE MOLINE UPRIGHT OAT CLIPPER

A Great Power Saver

This Machine will save from 40% to 60% of the power required by horizontal machines and the *cost of the fuel thus saved will in a short time equal the purchase price of the machine.*

It is clipping oats in most cases with less than two horse power per 100 bushels. A No. 9 machine is in daily operation clipping 1550 bushels and using only 28 horse power.

Not only this but the work is better done, the ends of the berry being clipped the hardest.

Then again the grain after leaving the sieves may be discharged into the machine to be scoured and clipped, or by turning a valve, it may be discharged into *the by-pass spout where it receives a good air separation without being clipped.* Thus the operator may use the machine simply as a clipper or as a scalper and clipper.

Our latest Circular tells all about it.

We also make Feed Mills of all kinds with ball bearings or standard bearings, a complete line of SEPARATORS, SCOURERS and ASPIRATORS, GRAIN DRYERS of all capacities and CEREAL MILL OUTFITS.

Barnard & Leas Mfg. Co.

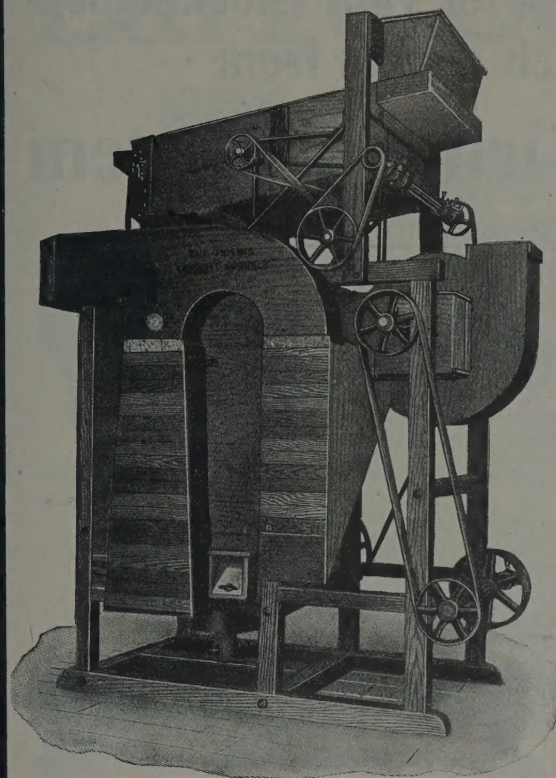
Mill Builders and Mill Furnishers

Moline, Illinois

SPECIAL SALES AGENTS

Southwestern Engineering & Appraisal Co., Springfield, Mo.
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W. S. Brashear, 421 E. Pine St., Springfield, Mo.

Wm. Ebert, 2028 Midland Avenue, Louisville, Ky.
C. B. Donaldson, 568 Oak Street, Columbus, Ohio.
H. J. Creager, P. O. Box 1595, Salt Lake, Utah.
Geo. J. Noth, Tel. Harrison 5597, 1350 Monadnock Block, Chicago.
U. C. Darby, Williamsport, Md.



Corn Shellers and Cleaners

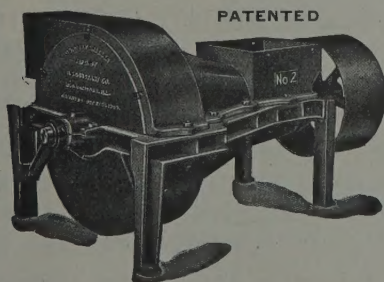
B. S. C. Chain Feeder and Conveyor.

Man-lifts that always please.

All-iron Overhead Dump with Chain Hoist and Roller Bearings making it strongest and easiest.

Elevator Heads and Boots.

Best Wagon Dumps on the market.



PATENTED

No. 2

Recent Improvements make the

U. S. CORN SHELLER

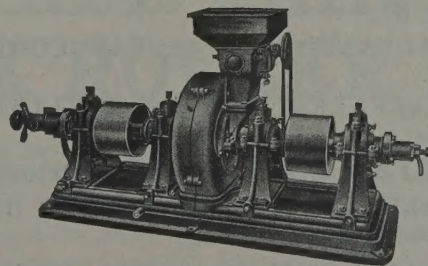
the best Fan Discharge Sheller.

Send us your specifications for complete equipments for our lump price.

B. S. CONSTANT CO., Bloomington, Ill.

Traveling Representative: N. A. GRABILL, Anderson, Ind.

Are You Satisfied



With Your Present Grinding Equipment?

Even if you are it will pay you to investigate the

Monarch Attrition Mill

Here are some of its vital features:

READY ACCESSIBILITY OF PARTS.
CHAIN OIL BEARINGS.
QUICK RELEASE AND RELIEF SPRING.
SPECIAL HARD-WEARING, RAPID GRINDING PLATES.

AND WE BACK IT UP WITH A GUARANTEE THAT COVERS EVERYTHING.

Send today for our Feed and Meal Milling Catalogue No. 26

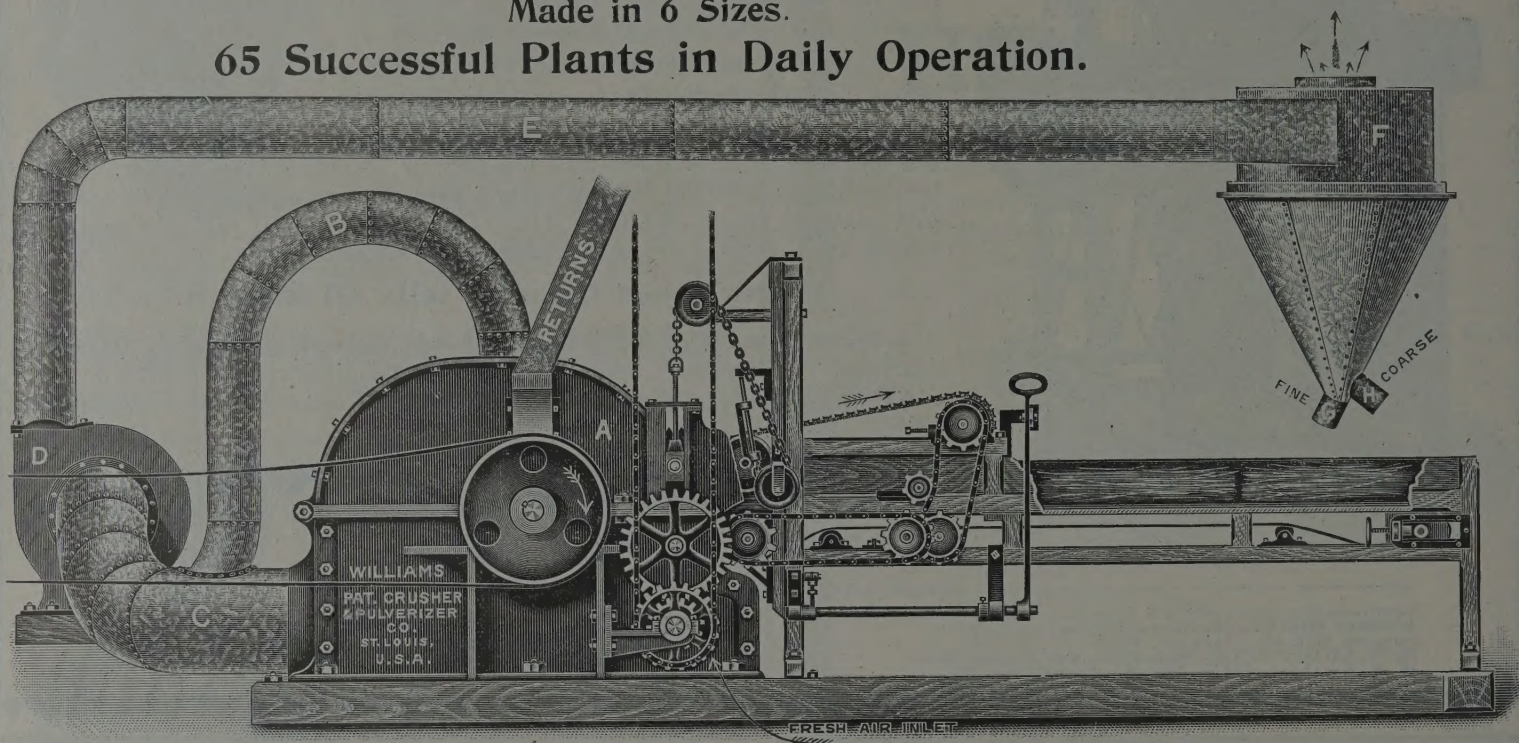
SPROUT, WALDRON & COMPANY
Box 320, Muncy, Pa.

SCRAP that troublesome Alfalfa Grinder and put in the WILLIAMS SYSTEM—Make Some Money for your Stockholders—GET RESULTS. You can only get such results from

The Williams Patent Alfalfa Grinding System

Made in 6 Sizes.

65 Successful Plants in Daily Operation.



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
 They will reduce ALFALFA HAY from the BALE or from the STACKS.
 They will reduce ALFALFA HAY and EAR CORN together.
 They will reduce ALFALFA HAY and SHELLLED CORN together.
 They will reduce ALFALFA HAY and OATS together.
 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.
 They will reduce ALFALFA HAY and PEA VINES.
 They will reduce EAR CORN ALONE or SHELLLED CORN ALONE.
 They will reduce OATS ALONE.
 They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.
 They will reduce GREEN CORN from the field.
 They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.
 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.
 They are COB CRUSHERS when desired.
 They will reduce COARSE OR FINE by changing cages.
 They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.
 They produce two grades of goods AT THE SAME TIME, coarse or fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.
 They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

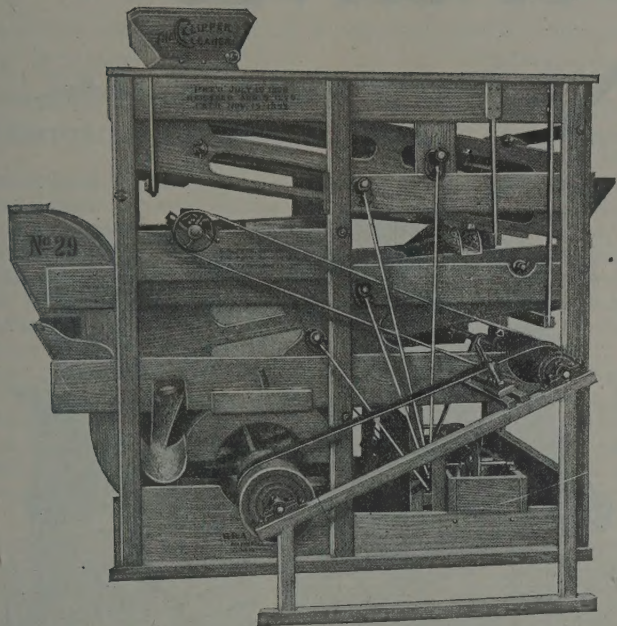
For Further Information
 Write for BULLETIN No. 7

Write for Catalog of the Noxon
 Automatic Hay, Meal and All Around Feeder

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.
 Northwestern Representative: J. J. Ross Mill Furnishing Co., Portland, Ore.
 Pacific Coast Representative: O. J. Williams, 428 Monadnock Bldg., San Francisco, Cal.
 Texas Representative: D. J. Hayes Co., 615 Washington Ave., Houston, Texas.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
 ST. LOUIS, MO., U. S. A.

Large Screen Capacity



Our No. 29 "CLIPPER" Cleaner shown in cut is especially adapted to the cleaning of Grain and Flax. The stock passes over two sets of screens 42"x60". Each of the four screens is equipped with our Perfect Traveling Brush Device, which prevents the screen perforations from clogging and insures full screen capacity.

The shoe has a compound shake, which prevents any vibration.

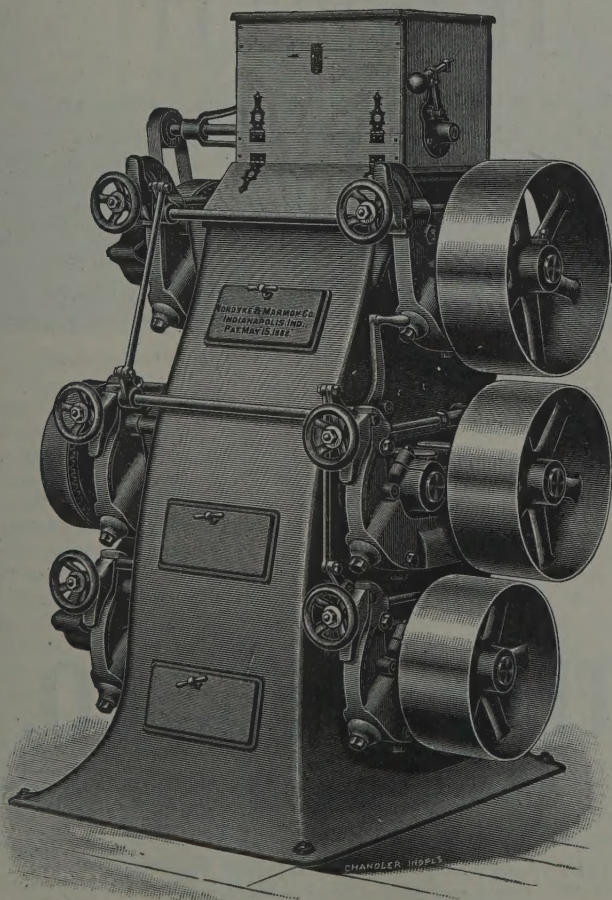
This machine is also equipped with our Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variation of the Air Blast and guarantees accurate results.

A Clipper Cleaner will enable you to cut your power bills in two. It will make separations superior to any other Cleaner on the market.

If you are looking for a machine of large capacity, that will do the best work with the least power, give us your order for a No. 29.

We make a complete line of all sizes of machines for all kinds of work and would be pleased to mail catalog and quote prices upon request.

A. T. FERRELL & CO., Saginaw, Michigan



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

ELEVATOR SUPPLIES

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.

A NEW MONITOR

A 1910 MODEL
AUTOMATIC RECEIVING CLEANER

Fully protected by important patents

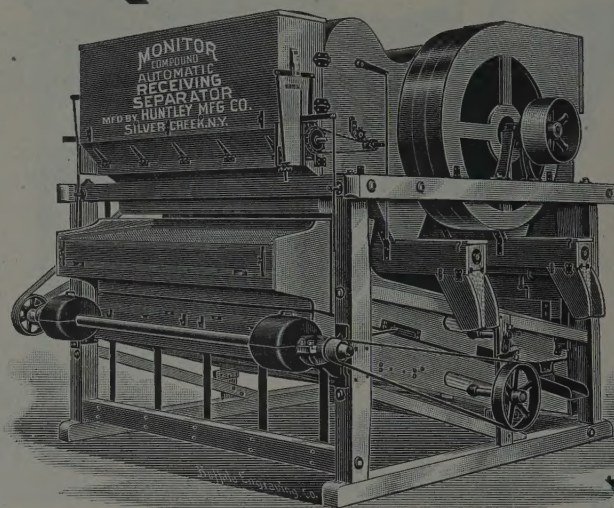
THIS IS WHAT IT WILL DO

Will positively produce a substantial saving on every bushel of grain handled. Close calculation is afforded for both air and screen work. The loss in shrinkage on the air separations of other cleaners avoided, while the screen work of this machine is more thorough and uniform. Cost of operation is reduced—less power, care and attention required. Cost of up-keep practically nothing.

Fine, medium or coarse cleaning on all kinds of grain—capacities 100 to 4000 bushels per hour.

IT'S WHAT IT SAVES

on every bushel of grain handled.

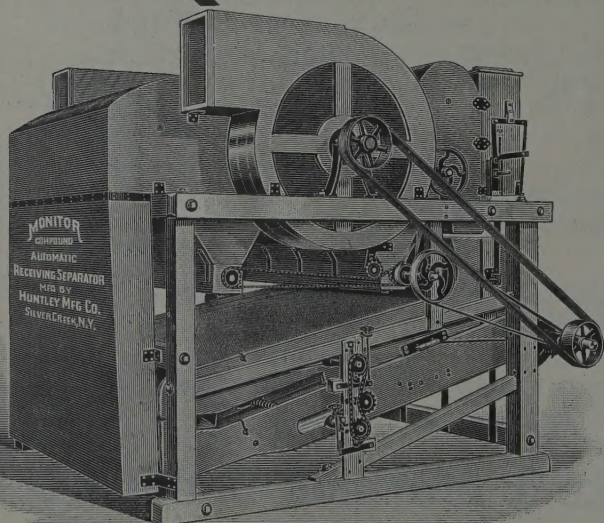


THIS IS WHY IT DOES IT

A list of its exclusive features, every feature an advantage worth considering

Automatic disc-oiling eccentrics—fully exposed deep reservoir ring oiling bearings—automatic sieve cleaners—automatic force feeder—internal air equalizing regulators reciprocating compound driven shoes carrying the "three action" type of screen arrangement. All screen frames built in steel pattern forms and of durable construction, these covered with extra heavy metal.

General construction: This is undoubtedly the best appointed and most durable piece of modern high-class grain cleaning machinery manufactured—guaranteed as such.



HUNTLEY MFG. CO.

Silver Creek, N. Y.

The World's Largest Manufacturers of High Class
Grain and Seed Cleaning Machinery.

CONTINUOUS
AUTOMATIC
SERVICE — The New Way
To Clean Grain

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXVIII.

CHICAGO, ILLINOIS, MARCH 15, 1910.

No. 9.

REINFORCED CONCRETE ELEVATOR.

The illustration herewith is a picture of a reinforced concrete storage elevator and smoke stack which were designed and erected by the Macdonald Engineering Co. of Chicago for the Model Mill Co. of Johnson City, Tenn. Both the elevator and stack were built entirely of reinforced concrete, using Superior Portland Cement.

Concrete for this purpose gives the best results for the construction of bins for the storage of grain and other loose materials, and is rapidly replacing all other materials for the construction of smoke stacks. No other material offers such strength, durability, safety from damage by fire, water and the elements, and consequently low insurance rate and

Co. The grain is received by suitable elevator machinery at the mill and transferred through the overhead gallery into the storage bins by means of screw conveyors. As the grain is required for milling purposes, it is returned to the basement of the mill by means of a screw conveyor constructed in a tunnel formed in the foundation under the bins. All bin bottoms are hoppers so that the grain will flow freely from the bins and leave no residue for shovelling.

Twisted bars of $\frac{1}{2}$ -inch diameter were used for the reinforcing of the cylinders, both in the horizontal and vertical courses. The windows were made with metal frames and sash and glazed with $\frac{1}{4}$ -inch wire glass. No wood of any kind or any quantity has been used in the construction, conse-

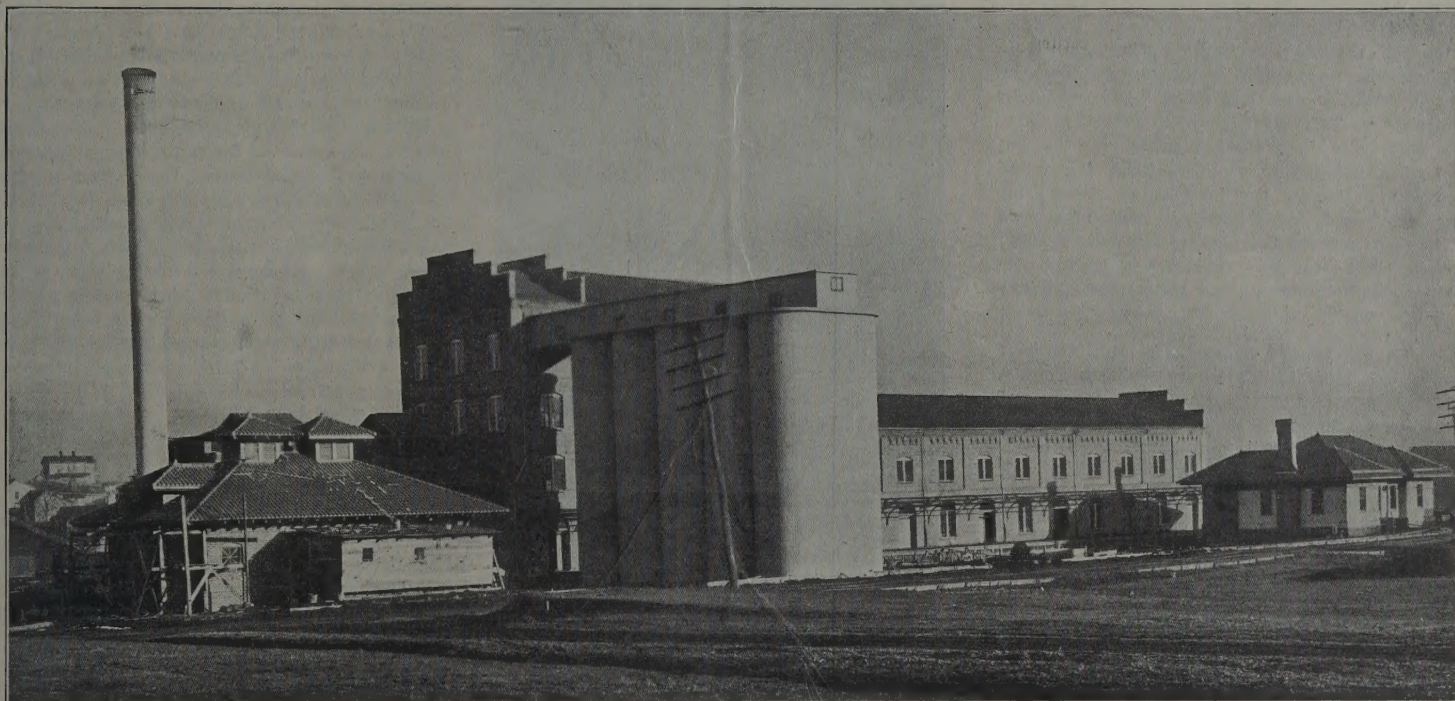
[For the "American Elevator and Grain Trade."]

SECRETARY GEO. H. MORGAN.

BY L. C. BREED.

In the present year, Secretary Geo. H. Morgan entered upon the forty-sixth consecutive year of service in the office of secretary of the Merchants' Exchange of St. Louis, the longest official term for this position enjoyed by anyone serving in this capacity among the grain exchanges of the United States; and by virtue of his long experience, he has acquired an enviable reputation as a statistician and also as an administrator of affairs connected with one of the leading commercial organizations of the Nation.

During this long period, Mr. Morgan has wit-



REINFORCED CONCRETE ELEVATOR AND SMOKE STACK OF THE MODEL MILL CO., JOHNSON CITY, TENN.
Designed and erected by the Macdonald Engineering Co., Chicago.

low cost of maintenance, as reinforced concrete.

The contractors used an improved system in handling this material which brings the first cost of buildings of this character in sharp competition with that of other materials and in nearly every case may be built practically as cheaply as of wood. Another important factor in the erection of buildings of this kind is the time required for their erection. It may be safely said that no other materials can be obtained, delivered on the site and erected in the same time that is possible with concrete. The buildings herewith illustrated required just sixty days for their erection. The smoke stack shown is four feet in diameter and one hundred feet high and was erected in ten days, including the foundation.

The elevator has a storage capacity of 50,000 bushels and consists of ten circular tanks 12 feet in diameter and 50 feet high, each holding 440 bushels. The interspaces formed between the cylinders are also used for storage and each holds 1,200 bushels. The building is intended for the storage of grain to be used in the milling business of the Model Mill

Co. The building as it stands represents the highest efficiency in respect to fire resistance, strength and durability.

SHIPPERS' AGENTS BEATEN.

Judge Windes on March 3 rendered a decision in the injunction suit begun by Robert Bebb, receiver's agent of the Chicago Board of Trade, to restrain Chief Grain Inspector Cowen from furnishing members of the Board with "reports of grain inspections," in the way of samples of the grain. Mr. Bebb complained that the inspector furnished the samples at a less cost than he could as an authorized sampler, and that the inspector's action interfered with his rights as a citizen and member of the Board. The court held that there were no property rights involved in the suit and ordered that the bill be dismissed.

The removal of the Mexican duty on the bread grains has started some shipments of wheat in that direction from the Pacific Northwest.

nessed many changes in the methods of doing business on the floor and in the character of the transactions. For many years a quite miscellaneous trading was carried on. Stocks and bonds were dealt in prior to the organization of the St. Louis Stock Exchange. Cooperage stock was handled, and samples of barrel staves and headings were to be seen on the tables. Sample bales of hay were placed on view, and in years past millers and brokers required many tables for offering their flour by sample. The selling of futures in grain (prior to establishing the "curb") after 'change hours, was conducted by calling at the offices of the members.

For many years the center of the floor was graced by a large and beautiful fountain, costing upwards of \$30,000, the gift of one of the members now deceased. This was removed four years ago to one of the public parks, as the space it occupied was required to better accommodate the members.

During the street car riots many of the members were suddenly required to serve as militia men. Sundry officers appeared on the floor, forced guns upon the traders and ordered them out for guard

duty without inquiring their age or about their business engagements.

Another of the changes which has taken place in Mr. Morgan's time is the passing of the annual use of the trading floor for the Veiled Prophet's Ball, which last fall took place at the new Coliseum Building. As the building of seats around the sides of the hall, the mixing up of samples in doing away with the tables, and the removal of the trading pit, had long been voted a nuisance by many of the members, this time-honored custom will be "more honored in the breach than in the observance," especially as in the past some of the merchants had nearly enough samples piled on and under their tables to have stocked a small elevator. This, too, has been done away with.

It must often give Mr. Morgan pause, when he reflects on the large number of his former friends and fellow members who have during his term of office passed to the "Great Beyond." Some of these men were great millers, others great grain merchants who bored with big augers and dealt heavily in spot and futures, either for hedging or speculative purposes. Many years ago the membership of the Exchange for a long period exceeded three thousand and covered almost every mercantile and manufacturing interest of St. Louis.

In past years it was no uncommon occurrence to find the pit steps so crowded that even the brokers who made a business of dealing in futures could scarcely be accommodated; but this rarely occurs in these days. The last great test for a chance in the pit was the "dry year"—1901.

If one of the old-time brokers could return to terra firma he would note many improvements introduced since his day, and some things would be conspicuous by their absence—notably rough horse play; and there is greater sobriety, as the "11 o'clock" contingent have folded their tents and stolen away. Among the innovations are an immense blackboard, costing \$800, in place of several smaller ones; a revolving electric fan over the pit; telephone booths for leading members, giving connection with their offices; and settees for the dealers on the "curb."

* * *

George Hagar Morgan of St. Louis, Mo., was born December 16, 1838, in Plattsburg, Clinton County, New York, and is the son of William Henry and Mary (Hagar) Morgan. He is a lineal descendant of James Morgan, who immigrated from Wales in 1636 and settled in Roxbury, Massachusetts. His grandfather, Jonas Morgan, lived in early life at Preston, Connecticut, and was appointed an ensign in the first company of Colonel Samuel McLellen's Regiment of Connecticut Volunteers in the Revolutionary War, his commission as ensign, signed by the Governor and Council of Connecticut, bearing date of September 25, 1777. He afterward removed to New York state, and founded the branch of the family to which George H. Morgan belongs.

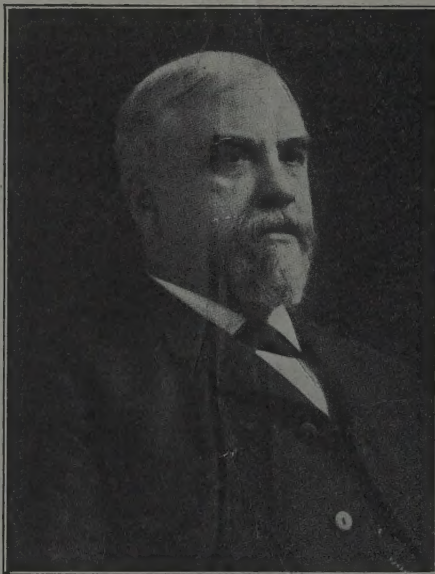
After receiving a good English education at Plattsburg Academy, Mr. Morgan became a part of the tidal wave of migration which moved west to Illinois, Wisconsin, Missouri and other states; and in 1857, at the age of 19 years, he found himself in Chicago. From that city he went to Milwaukee, where he sought employment which would give him a start on the road to fortune, but on account of the business depression prevailing at that time little success attended his efforts in that direction. He was in sore straits to obtain the means of livelihood, but was courageous enough to look to the future, and determined not to humiliate himself by returning to the East, as many of his young friends had done, acknowledging their inability to take care of themselves in the West. Leaving Milwaukee, he started out in Wisconsin to obtain a situation as a country school-teacher, and after repeated failures finally secured an engagement at Hebron. There he taught school for five months for a compensation of one dollar a day; and the following spring he returned to Milwaukee with his financial condition very materially improved. He then became a clerk in a retail grocery store, and later was bookkeeper and cashier of a wholesale dry goods house in Milwaukee. Promising prospects were blighted by the failure of this house in the fall of 1860, and

Mr. Morgan then went to Memphis, Tenn., to which city some of his young friends and schoolmates had preceded him.

After spending two weeks in Memphis in unsuccessful efforts to obtain employment, he came to St. Louis, and after a time became bookkeeper and cashier of the commission house of J. G. Greer & Co. During the Civil War he was orderly sergeant, then second-lieutenant, and later captain of the Halleck Guards, which became Company B of the Seventh Regiment of Missouri Militia, of which George E. Leighton was colonel. He served in this company in the expedition sent up the Missouri River by General Halleck on the steamer "John Warner" to open up communications with river towns, and was in active service on other occasions during the War.

He continued in the employ of J. G. Greer & Co. until 1865, in which year he was elected secretary of the Union Merchants' Exchange, which later became and is now the Merchants' Exchange of St. Louis. This position he has since held; and acting in this capacity has for forty-five years been recognized as the active executive officer of the leading commercial organization of St. Louis.

It would be difficult to estimate the value of the services which he has rendered to the public in this



GEO. H. MORGAN.

connection, or to give an adequate idea of the extent to which he has aided in developing and building up the trade and commerce of St. Louis. His annual reports of the transactions of the Merchants' Exchange are compendiums of information relative to the commerce of St. Louis, and all matters incidental thereto, and contain a vast amount of matter instructive and useful to all the different branches of industry and trade represented in the city. Ever since he became secretary of the Merchants' Exchange he has been in close touch with the varied business interests of St. Louis, and has been ready at all times to contribute to the advancement of enterprises calculated to promote the growth and prosperity of the city. He was secretary and treasurer of the Chamber of Commerce, which erected the present Exchange building until the property passed to the Merchants' Exchange by purchase in 1893.

He has been identified with other purely business enterprises also, such as president of the Progressive Building and Loan Association and treasurer of the St. Louis Traffic Bureau; and he has sustained important official relationship to various associations, chiefly philanthropic and charitable in character. He is now secretary of the St. Louis Provident Association and director of the Hospital Saturday and Sunday Association, and director of several other organizations.

Freeling, Dickinson County, in the far southwest corner of Virginia, reports some corn still in the fields, but being rapidly destroyed by vermin.

[For the "American Elevator and Grain Trade."]

THE RUSSIAN WHEAT CROP.

BY JULIAN KUNE.

According to the revised statistics of the Central Statistical Committee, Russia leads the world in having harvested the largest crop of wheat during the past year. The figures are 783,000,000 bushels; the next largest crop was in 1904, 667,000,000 bushels. Thus, for the first time in the history of wheat culture, Russia has overlapped its competitor, the United States, by 46,000,000 bushels. Considered from a general viewpoint, this is not a very large excess; but when we consider the different modes of cultivation prevailing in the two countries, the figures are certainly as startling as they were unexpected. They surely portend great possibilities in the future for our wheat-raising competitor.

RUSSIA'S VAST POSSIBILITIES

may be discerned only by going back and delving into the past agricultural history of the country, its soil, its arable lands and their cultivation.

Prior to 1861, when Czar Alexander emancipated over 9,000,000 serfs, the agricultural implements used in Russia were of the most primitive kind. The total land ownership was centered in 103,000 landed proprietors. They had no need of agricultural machinery, as they could have all the required labor performed by their serfs, which cost them but little, and in many cases almost nothing.

The Russian serf bore the same relation to the landowner that the Southern slave, of antebellum days, bore to the American slave-holder of the South. He was in all respects a mere chattel; he was bought, sold or exchanged; his master could inflict corporal punishment, or have him deported to far-off Siberia for the slightest offense. The fruits of his labor and that of his family accrued mostly to his master, the land-owner. He could own no property without his lord's permission.

It is needless to inquire here into the origin of Russian serfdom. It probably originated there, as elsewhere in European countries where the feudal system existed, by the reigning princes and chieftains parcelling out the land of the country among their favored followers, thus creating the so-called landed aristocracy. We only know that serfdom in Russia began in about 1592 and ended in 1861. We can but faintly imagine the endless misery and hardships which the Russian serf had to endure during these three centuries of darkness.

RUSSIA A PURELY AGRICULTURAL COUNTRY.

The most fertile soil in existence may be found in Russia. The country is divided into different zones. There is the black soil zone, the half-black soil zone, and the steppe zone. Since the opening of the Trans-Siberian Railroad several other zones have been added. The most productive provinces are Volhynia, Podolia, Kiev and Chersonia. The three former provinces comprise what is known as "Little Russia," and their principal crop consists of wheat, while Volhynia, whose capital city is Gitomir (City of Rye), also raises very extensively rye, which is the staple food of the Russian peasant.

CULTIVATED LANDS IN RUSSIA.

Prior to the emancipation of the serfs, the cultivated area of the vast empire was about 300,000,000 acres. One-third, or 100,000,000 of this, was cultivated by the 9,000,000 serfs, ostensibly for their own use only, for which they paid an annual rental, either in labor or money, or in both. The 200,000,000 acres were cultivated by the same serfs for the benefit of the land proprietors. In the black soil zones, nearly three-fourths of all the serf lands were held for service, instead of money, the serf working a certain number of days for his landlord. On the average, each serf had the care of ten acres; in central Russia he had but 8½ acres.

THE CHEAP LABOR OF THE RUSSIAN SERFS.

Long before the emancipation of her serfs, Russia was a great wheat-producing country. The cheap labor of her millions of serfs has been for many years past a sharp competitor with the labor-saving machinery of this country.

Immediately after the emancipation of the serfs in 1861, the Moujik, or the former serf, was so com-

pletely stunned by the new conditions which made him a free land-holder, that like his brother, the Southern freedman of this country, he thought that liberty meant idleness; and he neglected the cultivation of his diminutive little patch which the government had allotted to him. The humanitarian act which had freed him from enforced labor, instead of having a beneficial effect on the serf, acted in a contrary direction. Russia, instead of increasing her cereal production, for several years lost ground, and both her production and export of wheat decreased. In order to give vent to his long pent-up resentment against his former landlord, the Moujik refused to work for him, either for money or for love.

It was at this stage of the situation that the large land proprietors, who owned farms of from 10,000 to 100,000 acres, resorted to the importation of labor-saving agricultural machinery from Germany, Austro-Hungary, and England. Not until 1870 was there any labor-saving agricultural machinery imported into Russia from the United States. Now there are several large firms manufacturing agricultural machinery in Russia, chief among which is the factory at Odessa. The machinery had arrived, but no men to work the machinery could be had. Dozens of reapers and mowers were to be seen on the large estates, but the Moujik would not learn to bind after them. This was before the era of the binding reaper. Instead of working the newly imported machinery, wherever they could they obstructed its use. Many reapers and mowers were thus rendered useless by the Moujik, who hated all kinds of labor-saving machinery. Finally, the large estate holders imported labor from the adjacent countries, such as Roumania, Bulgaria and Besarabia. This step had the desired result; and the Russian peasant has now no objection to working with labor-saving machinery in the field. Of course, he uses it only on the large estates, while his own small farms he works as formerly, by hand labor. To illustrate the aversion of the Russian peasant to the use of labor-saving machinery, the writer was shown a McCormick reaper at Birzola, province of Chersonia, that had been stored in the loft of the barn for fifteen years for lack of men to use it.

A NEW ERA

has been dawning. The people of Russia could not remain insensible to the vivifying influences of surrounding nations. The war with Japan revealed the weakness of the material resources of this northern Colossus. The lesson which her defeat gave her was a severe but a useful one. Like her Ottoman neighbor, Russia was awakened from her long lethargic condition, and a representative government was inaugurated.

The Duma, or Congress, although limited in power, has done wonders for Russia. Russia is mainly an agricultural country; it has made great strides in the development of agriculture. Thus we see that the Russian wheat crop, which in 1902 amounted to 560,676,000 bushels, increased to 783,000,000 in 1909, scoring a gain of 222,323,000 bushels in less than a decade. The importance of this great gain may be better appreciated by placing alongside the above figures the loss in production of wheat during the same period in the United States. In 1902 the wheat crop of this country amounted to 670,000,000, and in 1909 to 657,000,000, showing a decrease of a little over 13,000,000 bushels.

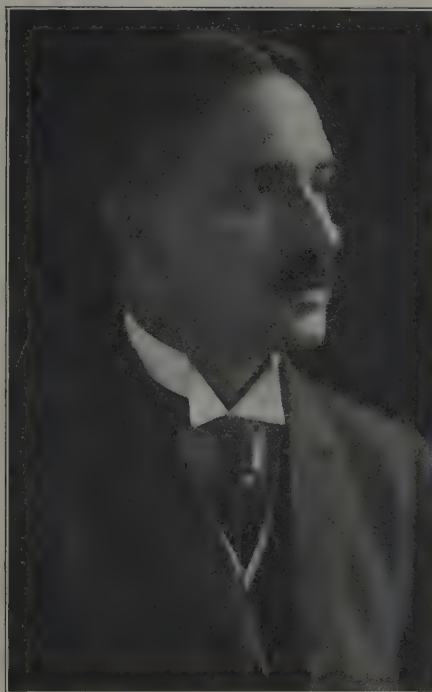
This, however, is but the starting point of Russian wheat culture; for along the Trans-Siberian Railroad there are untold millions of acres of virgin soil, excellently adapted for the culture of wheat; and we can but faintly imagine what the Russian wheat crop will be when her vast domain becomes settled, and her 111,000,000 people become reconciled to the use of labor-saving machinery.

The American Warehouse Co., with headquarters at Wichita, Kan., said to be the most extensive purchaser of broom corn in the United States, through the American Warehouse Co. of Galveston, a corporation chartered under the laws of Texas, has purchased the old Galveston rope mills property, and has established at that port one of the largest

warehouses in the country for the housing of broom corn. The Galveston company has been in existence for the past three years. In 1908 the company shipped broom corn through the sub-port of Texas City. In 1909 they shipped through the port of Galveston, and the company will this year and hereafter ship through Galveston. Cuba and New York are the principal places to which rough broom corn is shipped from Galveston.

C. A. BROWN.

The man who carries the responsibilities of the management of a business like that conducted by the St. Anthony and Dakota Elevator Co., of Minneapolis, with its 175 interior elevators and 60 lumber yards, must needs have original executive ability as well as careful training in details; and even the briefest statement of the "high spots" of the business career of a man who achieves such a position is not without interest. In these days, as always through the ages covered by the history of the race, men are interested in those men who do things; and if we today seem to take a larger interest than men did formerly in the achieve-



C. A. BROWN.

ments of men in commercial life, it is because, happily, mankind is coming to understand that commerce and the civilization and the creature comforts that follow in its train are far more desirable things in themselves than the "pomp and circumstances of glorious war," with their attendant miseries and killing burdens upon the poor.

Briefly, then, we may say of C. A. Brown, second vice-president and general manager of the elevator company named, is a native of New York, having been born in Elmira on January 9, 1860. Having been educated in the public schools of that city, at seventeen years of age, upon the death of his father, he was thrown upon his own resources and began work in Elmira as a bookkeeper. In 1880 he came west and spent one year in selling goods on the road. In 1881 he removed to Sioux City, Iowa, where he was employed for a year in a wholesale grocery house, at the end of which time he became one of the organizers and a partner in a wholesale boot and shoe house. This business was carried on in Sioux City for one year, but in December, 1882, the enterprise was transferred to Minneapolis. In the summer of 1883, he sold out his interest in that business and was engaged in handling real estate until the fall of 1884, when his connection with the grain trade of Minneapolis began in the office of G. W. Van Dusen & Co.

All this seems like a rather "roundabout route" to get a foothold in grain; but when we recall

that Mr. Brown was a very young man all this time, and that the experience he was getting during those busy seven years was developing his native talents, one begins to understand that it is not always what a man does but how he does it that fits him for the niches on the upper levels.

After three years with Van Dusen & Co., where he was introduced to the intricacies of the grain business conducted on a broad and expanding scale, in September, 1887, he entered the employ of the St. Anthony & Dakota Elevator Company, which had been organized the previous year and which at that time had about forty elevators. He has thus been continuously connected with that Company for more than twenty-two years since. Soon after entering the service of the company he became a stockholder, and in 1891 a director, after which he was successfully advanced by the directors to be secretary and assistant manager (1892), a position he held until the death of Peter B. Smith, in August, 1907, when he succeeded the latter as general manager (being also second vice-president).

In line with the apparent law that seems to order the industry of busy men, multiplying their activities as their responsibilities increase naturally, Mr. Brown is secretary and treasurer of the Huhn Elevator Company and treasurer of the Brown Grain Company, of Minneapolis, as well as a member of the Minneapolis Chamber of Commerce, Chicago Board of Trade and Duluth Board of Trade.

The St. Anthony & Dakota Elevator Company has 175 elevators in the states of Minnesota, North Dakota, South Dakota and Montana, with a total capacity of more than six million bushels. It also owns and operates about sixty lumber yards in the four states of the Northwest.

BUYING WET CORN.

Many shippers continue to pay the farmer a higher price for corn than they can sell it for, says Zahm & Company in a recent "Red Letter." "At times this may be all right; but shippers must not overlook the fact that in buying and handling corn now the risk is much greater on account of the approach of the germinating season. We today received a letter from our mutual friend Grubbs of Greenville, which contains so many good suggestions about shippers buying corn right that we will print some of them. Mr. Grubbs says:

"Corn coming in now is mostly wet, and shippers run more risk than usual if it is held in the ear until dry enough to carry safely. The shrinkage will be from 7 to 15 per cent. If shelled now, and one tries to keep the corn in condition during germinating season, he is apt to have trouble. Shippers can't afford to buy corn from farmers on basis of No. 3 and sell it on a cool and sweet basis. They had better buy it as No. 4 at from 2 to 3 cents discount besides allowing for usual margin. Many shippers are having corn grade off and put in a kiln-dry, which costs money, and the shipper stands it, whereas the farmer should. Many shippers have considerable corn on hand which did not show a margin of profit when they bought it from the farmer and they are holding, expecting the market to go higher."

Messrs. Pope & Eckhardt Company, Chicago, about February 19, in a market letter said: "The situation in cash corn is gradually getting very unsatisfactory for best results to the interior dealer; the accumulations and the continued liberal receipts, largely poor condition, are taxing the capacity of the local handlers. Added to this are heart-breaking delays on some lines, bringing wet and badly damaged corn from Iowa, which are prompting the trade to consider seriously the advisability of refusing advances on shipments over these roads until more reasonable transportation is in sight."

Reports from Kansas City late in February were to the effect that owing to the large amount of low grade (wet) corn in that market elevator space is getting to be very scarce. The driers of the market are very busy, as the corn is of good quality because of heavy excess of moisture.

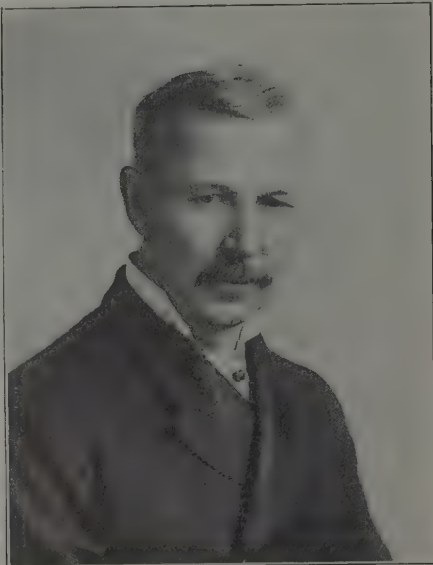
[For the "American Elevator and Grain Trade."]

COLORADO GRAIN DEALERS' ASSOCIATION.

BY J. ARTHUR BEAL.

The Colorado Grain Dealers' Association celebrated its third anniversary on February 25 and 26, at Denver, by discussing freight weights, short weights, and shipping contracts with a large number of elevator operators from Nebraska, Wyoming and Kansas.

The routine business of an annual convention was gone through with, officers were elected for the ensuing year, and resolutions were adopted; but the feature of the meeting was the rather warm but good-natured word-war engaged in by shipper and receiver over shipping methods; and the indications are that great good to all concerned will result, as



PRESIDENT ANDREW MCCLELLAND.

both shipper and receiver had the opportunity of defending and explaining their positions. The railroads, however, in a sense, were the "fall guys." No railroad representatives were present, and all the blame was laid at their door.

President Geo. E. Ady, of Ady & Crowe, Denver, called the convention to order at 2 o'clock on the afternoon of the 25th, with a short but eloquent address, welcoming the visitors and setting forth the object of the meeting.

After passing briefly over the routine business, including reading minutes of previous meeting and reports of officers, the convention was precipitated rather rudely into a lively debate between shipper and receiver by a paper entitled "Weights and Grades," prepared by James McSwigan, assistant manager of the Crescent Mills of Denver.

Mr. McSwigan, according to his paper, had experienced more or less trouble at various times in collecting shortages on shipments coming from Nebraska, and he did not mince words in speaking about it. The Nebraskans answered in kind and between the warring factions the railroads "got theirs."

George F. Milbourne of Milton, Neb., was one of the most vociferous defenders of the state of the "Peerless Leader." Nebraska is a commonwealth of word painters as well as grain dealers. Mr. Milbourne said that he had experienced as much trouble getting settlements in Colorado as Mr. McSwigan had said he had had in getting settlements in Nebraska. "However," he said, "there may be a reason. I understand that grain does not weigh as much in Colorado as in Nebraska because the rarified air of the mountainous state affects the scales."

According to a number of speakers, Colorado shippers had received numerous cars from Nebraska that were short in weight. It is the custom to pay for the grain basis shipper's weights and sight draft. If the cars are short when they reach destination, either from shrinkage or other reasons, the receivers have a long and tedious route to go over before they can recover the shortage, if they ever recover. The shippers contend, and rightly too, probably, that the grain was weighed in the

cars at origin and the weights were correct. The railroad claim agents, in many instances, ask the receiver on what terms he bought the grain. When told at shipper's weight and sight draft, he looks calm and collected, and cheerfully says that he can do nothing. Then there is a tedious interchange of correspondence, and lack of confidence between shipper and receiver results.

E. S. Johnson of Cheyenne, Wyo., told of tracing a shortage of over ten thousand pounds on four cars of corn received from Nebraska to a dishonest brokerage concern, and gave the Colorado Association, of which he is a member, credit for forcing the return of his money. The shipment was paid for by sight draft as usual. The four cars were received by him at Cheyenne and rebilled to consumers. The consumers discovered the shortage and complained. He wrote to the brokerage company, and they wrote back that the corn was only consigned to them; they would not settle the shortage. Almost discouraged, Mr. Johnson appealed to the Association, and at the request of the railroad, the cars were traced to their origin, and after several months the matter was settled.

M. B. Updike, of the Updike Grain Company, was a strong defender of the Nebraska shippers and the railroads. "I suggest," said Mr. Updike, "that a resolution be passed by this Association that no member accept any transportation from any railroad to any place." He then added that he believed that the Colorado dealers could get settlements from the railroads. No resolution was adopted.

A Mr. Jameson then asked Mr. Updike how long that condition had existed in his business. He said that about four years previous he remembered having received a shipment from the Updike Company that was 8,000 pounds short and that he had written the Updike Company about it and the railroads, but that it had never been settled. Mr. Updike acknowledged that he had not been able to collect the shortage.

Mr. Updike defended the railroads. He said that any time he had been able to show good and correct origin weights, he had been able to recover shortage. He then suggested that the Colorado Association employ an attorney and make a test case. No definite action was taken wherein the railroads were concerned.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, read a paper on "The Benefits of an Association," and Geo. S. Clayton, of Denver, talked intelligently on "The Weight Question."

About 6 o'clock, when the arguments between the shippers and receivers were waxing warmest, M. C. Harrington, of Denver, toastmaster at the banquet which was to follow, brought the billowy convention to a sudden calm, with these words:

"Mr. President, I move you we adjourn until tomorrow. At 7 o'clock we will meet in the banquet room in the east wing of the hotel and pass flowers of friendship back and forth across the festive board and forget all about freight rates and short weights."

The motion received a unanimous vote.

Following is the paper by Mr. McSwigan, which caused the embroglio:

This is a paper on "Weights and Rates," and as I have never before appeared before so distinguished an audience, I feel almost as nervous as if I were sending a statement of shortage to a Nebraska grain dealer. My fellow members of the Colorado Grain Dealers' Association will appreciate my predicament.

This matter of weights is a very peculiar proposition. It reminds me of an incident which happened many years ago. When I was a boy of eight or nine years, I had a mania for hunting, and up to that time had assimilated two muzzle-loading shot-guns. Of a Saturday, if I could convince my father that the potato bugs were extinct, or that the corn did not need hoeing, I would spend the day in the woods shooting. One Saturday morning, while getting my gun in shape, a neighbor's boy, Jim Lawson by name, happened along. After watching me for awhile, he said: "Jim, if you will lend me one of your guns, and give me some powder and shot and caps, I will let you go hunting with me." It struck me that that was about the limit for nerve; but at that time I had never bought any corn in Nebraska.

The position of the Nebraska grain dealer is this: "If you will pay me for my grain as soon as it is loaded on the car, and about three weeks before you get it; if you will pay exchange on all drafts made against you; if you will stand all shortages in weights; if you will not kick if the grades are not

in accordance with contract, I will let you do business with me." I ask, which is the nervier proposition, Jim Lawson's or that of the Nebraska grain dealer?

The Colorado grain market is about the only one in the United States where one is expected to pay for something he never receives, and Colorado is the only market where you are expected to pay a premium for the privilege of paying drafts. For that reason we are glad to have representative grain men from Nebraska with us in order to show them how matters of this kind look from the other fellow's point of view.

We also, I believe, have some Kansas grain men with us, but we are happy to say that the Kansas dealers, as a rule, accord us the same treatment that they do our mighty brethren of the East. We have had occasion to do considerable business in Kansas during the past few years, and our only regret is that their markets are not more often in our line.

In Kansas and Oklahoma the dealer will sell us grain f. o. b. Denver; he will not ask us to pay exchange, figuring, no doubt, that he is away ahead of the game by not being compelled to pay interest on his collection during the interval between date of shipment and time of delivery. If his weights are short, he does not give us a nice fatherly talk; and if we still insist that we are entitled to all the grain we pay for, he does not tell us in a gentlemanly manner, or otherwise, to go to the devil or to the railroads, which is the same thing.

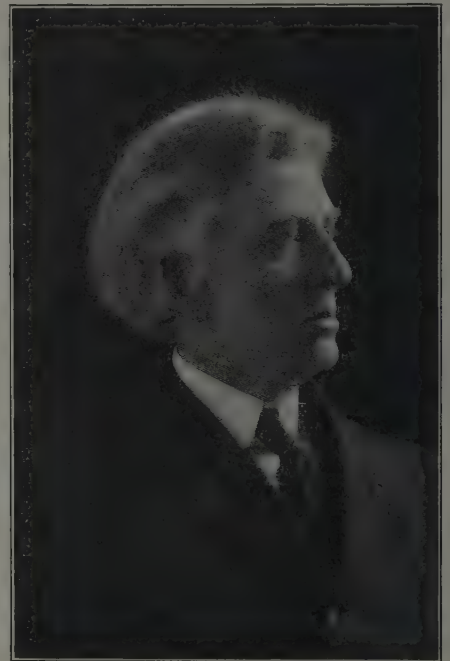
Now, I wish to illustrate a case in point: We received four cars from one of the large dealers in Nebraska on which the weights were as follows:

Shipper's Weight.	R. R. Weight.	Our Weight.	Shortage.
80,000	80,000	80,000	none
84,000	84,000	83,700	no claim
85,680	84,500	84,300	1,380
86,000	84,100	84,200	2,600

Here is another lot of four cars from another shipper:

Shipper's Weight.	R. R. Weight.	Our Weight.	Shortage.
49,080	49,000	48,900	No Shortage.
61,960	62,000	61,950	No Shortage.
51,780	50,900	49,225	2,515
63,010	57,600	57,800	5,210

We made out account of sales, showing balance due us, and asked shipper to send us a check to balance. Did we get it? We did—between the fourth and fifth vertebrae, with a well sharpened axe. In-



SECRETARY GEO. S. CLAYTON.

stead of getting a check we received something like this:

"Gentlemen—Your letter, also account of sales, showing balance due you, received. You will remember that this corn was sold on shipper's affidavit weight. We enclose herewith affidavits of weights of the shippers of the cars in question. We also have your affidavit of weight, but under the circumstances you cannot expect us to stand in the gap. As the corn was in the cars when shipped, your claim is against the railroad. If we can be of any assistance to you, call on us."

Well, these affidavits were, as the side show spieler says, "well worth the price of admission." One of them was actually written on a letterhead, but simply stated that the shipper's weight was so and so, net. The other was on a piece of paper torn from a scrap pad. It gave each load the shipper put in the car. There were about 25 loads, running from 2,000 to 2,500 lbs. each, and several loads of the same weight. The shortage on this car was 2,515 lbs. Can you beat it?

Here we are, with up-to-date unloading facilities, first-class track scales, and everything necessary to obtain correct weights. The railroad weight, allowing for the difference between the marked and the

actual weight of car, is practically the same as ours; and yet we are compelled to stand this loss because some fellow who loads a car of corn once a week, perhaps, and goes to sleep between loads, thinks he put that much corn in a car and is willing to make an affidavit to that effect.

Now, to refer to the only recourse we have left—a claim against the railroad company. Our unloading record shows that the car arrived in good condition, no sign of leakage, and with original seals intact. We all know what a railroad will do to a claim like that.

Now we, the Colorado grain dealers, want to ask the gentlemen from Nebraska, will you not do something to remedy this evil? The fact is, we do not believe the matter has ever been brought to the attention of the men higher up. The Western business is usually handled by a subordinate, who, of course, is anxious to make the best showing possible for his company. The cases which I cite here are not unusual or extraordinary. We have had many like them. Every grain dealer in Denver and, I believe, any Colorado dealer, can produce statements of the same kind or worse.

Now we do not pretend to say that our weights are always correct. We all make mistakes, and so far as the Crescent Mills are concerned, we have never been unreasonable in asking for an adjustment of short weights. We believe, as a general proposition, that our weights are correct, simply because we have proper facilities for obtaining them; but when we find that the railroad weight is against us, we assume that we have made a mistake and do not ask for reimbursement.

In my humble opinion, right here lies the solution of the problem which causes so much hard feeling between the Colorado and Nebraska grain dealers. Assuming that Colorado and Nebraska dealers have no desire other than to be fair and honorable in the adjustment of weights, why should not an agreement be reached between the two associations in the settlement of weight disputes? The railroad weight offers a medium for adjustment, which, if we could get together on it, would be of the greatest value to all of us. None of us, of course, has any great faith in the railroad net weights, as experience shows that it is absolutely unreliable, due in most cases to the great difference between the actual and marked weight of all cars. The railroad gross weight, however, is much more dependable. Now, we could agree to use the gross weight as a basis for settlement in all disputes arising from short weights. We could assemble all three gross weights and if the railroad agrees with the shipper it would relieve him from further responsibility; while he would have to reimburse us if the railroad weight agreed with ours. This rule could be applied in all cases except when cars arrive with broken seals or show signs of leakage. It is the general sentiment among all grain dealers with whom I have talked that it is the duty of receiver to make claim for any shortage when the indications are that the railroad is responsible.

Among two bodies of grain dealers such as the Nebraska and Colorado grain dealers, on account of their close relationship and the great volume of business that passes between them, there should be nothing but good feeling and entire confidence. It would be a splendid thing if each of us would come to the realization that the other fellow is not looking for the best of it. This meeting, attended by some of the most representative men identified with the grain trade in Nebraska, should lead to great good. Perhaps when they see a number of us together they will come to the conclusion that we are entitled to be promoted from the kindergarten to the first reader.

We want to assure our friends from Nebraska that this is not a personal matter, and that it is a great pleasure for us to have them with us. It is the "system" that we object to; and as it looks to us, the only way to get the best of it on weights is to live in Nebraska. We could not resist this opportunity of letting them know how it feels when the "other fellow wields the axe."

SECOND DAY'S PROCEEDINGS.

The second day of the convention was taken up with the election of officers and addresses.

Among the speakers were C. F. Bell of Greeley, Colo., who talked on "Selling Direct to the Consumer"; John L. Barr of Denver on "Arbitration"; T. F. Savage of Denver on "Railroad Claims," and J. Ralph Pickell on "The Relation of Grain Dealers to Exchanges." All were of merit.

Considerable indignation was aroused among the Association members when it was reported that a buyer had asked a Denver dealer to ship him short-weight sacked-stuff that would be mistaken for one hundred pounds; and a resolution was adopted by the convention branding the proposition as preposterous and malicious, and making it a crime punishable by expulsion from the Association for any member to do so.

The following resolution was adopted defining the terms "Shipper's Weights and Grades":

Resolved, That the Colorado grain dealers hereby define the term, "Shipper's Weights and Grades," as appearing in ordinary contracts for the purchase and sale of grain, to mean seller's weights and grades, or such weights and grades as the seller shall consider himself responsible for, and which the seller is willing to accept, endorse and underwrite as his own.

There was further discussion of this subject, but it was not as animated as on the day previous.

Before the convention closed, the visiting elevator operators voted the Denver buyers thanks for their royal hospitality, and the members of the Colorado Association yelled: "Who's all right? The Nebraska Grain Dealers."

There was some talk of a tri-state organization, but no definite action was taken in the matter.

Following are the officers elected for the ensuing year:

President—Andrew McClelland, the oldest grain dealer in Colorado.

Vice-President—H. H. Seldomridge, Colorado Springs.

Secretary—Geo. S. Clayton, Denver.

Treasurer—J. N. Jameson, Trinidad.

Directors—The officers named above and C. F. Bell of Greeley and Geo. E. Ady and T. F. Savage of Denver.

THE BANQUET.

Quieted by the sweet and soothing strains of a stringed orchestra, shippers and receivers sat down to as bountiful and well-selected a banquet as ever loaded the festive board. It was such a "big feed" and the toasts were of such sparkling humor and good fellowship that I cannot refrain from going into detail in a description.

Governor Shafroth was among the prominent men to bid the visitors welcome. Toastmaster M. C. Harrington, born and bred for the position, was in his element. There were flowery pictures of green fields and funny stories about "going some" in the toasts that followed. The following little verse of poetry, quoted by Mr. Harrington, fitted well in the place and the time:

Fields of wheat so full and fair,
Shining in the sunny air,
Slightly waving either way,
Graceful as the breezes sway;
Pleasant art thou to the sight,
And to thought a rich delight;
Then thy voice is music sweet,
Softly sighing, field of wheat.

The menu of this dinner was as follows:

Bisque of Oyster		Ripe Olives
Cheese Sticks	Celery	
	Planked White Fish	
	a la Colorado	
	Fried Milk-Fed Chicken	
French Peas		Cream Potatoes
	Fruit Salad	
	Grand Junction Style	
	Rainbow Parfait	
	Assorted Cakes	
	Camembert Cheese	
Coffee		Cigars
Martini Cocktail		Haute Sauterne
	Sparkling Burgundy	

The speakers were permitted to select their own subjects, and most of them divided their attention between the grain business and humor in keeping with the festive occasion.

THOSE WHO WERE THERE.

The following dealers were registered as present:

M. B. Updike, owner of the Updike Grain Company of Omaha; J. E. Abbott of the Nye-Schneider-Powder Company, of Fremont, Neb.; H. E. Johnson of the Colorado Milling and Elevator Company at Denver; Geo. E. Ady of Denver; J. E. Abbott, Fremont; W. G. Amos, Windsor; A. W. Augsberger, Laramie, Wyo.; Alb. H. Barth, Arvada; C. F. Best, Denver; F. M. Brown, Rupert, Ida.; E. Bossemeyer, Superior, Neb.; W. T. Barstow, Lincoln; M. C. Bruce, Kansas City, Mo.; George B. Bissell, Central City, Neb.; C. F. Bell, Greeley; J. L. Barr, Denver; E. W. Burke, Kersey; W. H. Cratty, Elgin, Neb.; Harry Cassidy, Boulder; J. W. Cook, Denver; F. S. Cowgill, Omaha; James C. Chittock, Gothenburg, Neb.; E. P. Conger, Trinidad; P. A. Cessna, Pueblo; P. Crowe, Denver; George S. Clayton, Denver; M. S. Dolan, Denver; H. B. Dye, Manzanola; William Dick, Walsenburg; John Devalon, Golden; J. L. Eaches, Fort Morgan; A. L. Emerick, Fort Morgan; J. R. Forsyth, Longmont; Edwin C. Fisher, Laramie, Wyo.; J. H. Gallagher, Denver; M. C. Harrington, Denver; B. F. Hottel, Fort Collins; George W. Hunt, Laramie, Wyo.; P. S. Hart, Allen, Neb.; T. L. Jamison, Trinidad; Myron Johnson, Funk, Neb.; E. S. Johnston, Cheyenne, Wyo.; M. C. Johnson, Pueblo; H. E. Johnson, Denver; L. A. Koch, Chicago, Ill.; Harry Lovejoy, Berthoud; J. L. Lowenstein, Kearney, Neb.; M. S. Losey, Eaton; John Lemmer, North Platte, Neb.; W. C. Moore, Fort Collins; James McSwigan, Denver; O. L. Mitten, Wray; George F. Milbourne, Minder, Neb.; A. McClelland, Pueblo; H. A. Moore, Louisville; Fred M. Maas, Lock Springs; J. K. Mullen, Denver; J. G. Ostidick, Madison, Neb.; R. E. Patterson, Trinidad; Plainville M. & E. Company, Plainville, Kan.; J. Ralph Pickell, Chicago, Ill.; A. C. Palmer, Rocky Ford; J. M. Rankin, Cambridge, Neb.; Ben Richards, Fort Collins; H. A. Robinson, Colorado Springs; J. W. Shorthill, Aurora, Neb.; T.

H. Simpson, Laramie, Wyo.; O. M. Smith, Omaha, Neb.; J. O. Stearns, Canon City; J. F. Sprengle, Pueblo; Salina Pro. Co., Salina, Kan.; F. E. Spordeler, Walsenburg; E. J. Smiley, Topeka, Kan.; H. H. Seldomridge, Colorado Springs; F. M. Simpson, Fort Morgan; T. F. Savage, Denver; E. J. Slater, Lincoln, Neb.; N. C. Warren, Fort Collins; C. E. Williams, Berthoud; E. S. Westbrook, Omaha, Neb.; Oscar Wells, Grand Island, Neb.; Albert Wright, Denver; George H. Young, Evans.

PAUL D. MILLER.

Paul D. Miller of Russell, Kansas, is the youngest member of the Kansas Grain Dealers' Association, both in years and length of his membership. He began his connection with the business as an employee of his father in 1902 at the age of fifteen, and was no doubt "put through his paces" in good style by his father, for in 1907 the latter sold him a half interest in the business, conducted as M. P. Miller & Son. In 1909 he assumed full control of the business and in August of the same year joined the Kansas Association, and is today the "kid" member.

It was not, however, because Paul D. Miller is the youngest member of the Association that at the late annual meeting he was elected vice-president;



PAUL D. MILLER.

but because the men of the trade in Kansas saw in this young man the "real stuff" out of which useful association managers are made. The election was a fine compliment to pay to so young a member; but one has a suspicion that the Association's action had its selfish side and that it will make use of Mr. Miller as well as compliment him.

RE THE BUCKET-SHOPS.

On February 28 Judge Dyer of the Federal Court at St. Louis imposed a fine of \$1,000 against the Merchant's Stock and Grain Company, a fine of \$2,000 against Francis J. Miner, and a fine of \$500 against Patrick A. Stephens, for violating a writ of the court enjoining them from using quotations of the Board of Trade. The fines resulted from a suit brought by the Chicago Board of Trade to enjoin St. Louis concerns from using its quotations. The Merchants' Stock and Grain Company has some 300 offices or correspondents in cities as far east as Pittsburg and west to Topeka, Kan., and Hastings, Neb., and accepted orders for the purchase or sale of stocks, grain and provisions, but are not members of any legitimate board of trade or exchange. This company is the largest of its kind in the United States.

On February 25 the Chicago Board of Trade filed a suit in the Federal Court at Lincoln, Nebr., asking an injunction to prevent the Herbert E. Gooch Grain Company from using quotations alleged to be taken from the Board. It is charged that the Lincoln firm receives the quotations surreptitiously.

ST. MARYS TANDEM GAS ENGINE.

In the February number of this paper was an illustrated description of the St. Marys Duplex Gas Engine, made by the St. Marys Machine Company, St. Marys, Ohio. The illustration herewith is of another type of gas engine built by the same company, called the St. Marys Tandem Gas Engine. This engine has two single-acting cylinders in line with each other, the two pistons being connected together by one rod, both thus moving together. There is, therefore, but one connecting rod, one crank and one frame, or bed, for the two cylinders, by which arrangement the explosions, or impulses, are evenly divided, giving the same effect in that regard as a two-cylinder duplex, or twin, engine with two separate cranks in line with the other.

Those who have had experience with the double-acting engine know there are many drawbacks to its satisfactory operation, chiefly on account of its inaccessibility, generally speaking, for which reason the single-acting tandem engine, from the sheer force of its many points of accessibility, ease of inspection and dismounting, has come to be distinctively the American type of gas engine,

This "transit" system is an operating understanding between the railroad and lumberman to the effect that the lumberman may ship a carload from Ottawa to Boston, for instance, on a through rate and take out parts of the cargo en route and put other lumber into the car and forward it without paying additional freight on the lumber that was substituted. The principle contended for is that the shipper pays for so much tonnage, or car room, and is entitled to use the whole amount the whole distance; the complaint against the system is that the practice defeats the published rates and can be abused to the detriment of competitors.

WASHINGTON INSPECTION DECISION.

A reduction in the state grain inspection force in Washington is expected as a result of the decision by the Superior Court of Pierce County. The Railroad Commission will appeal to the Supreme Court, but in the meantime its inspectors will follow the rule laid down by the court, which is that grain consigned by the owner to himself is not legally subject to state grain inspection charges.

The case came up when a dealer at Tacoma bought grain in eastern Washington, had it shipped

[For the "American Elevator and Grain Trade."] LIABILITY FOR GRAIN DESTROYED BY COLLAPSE OF ELEVATOR.

BY J. L. ROSENBERGER,
Member of the Cook County Bar.

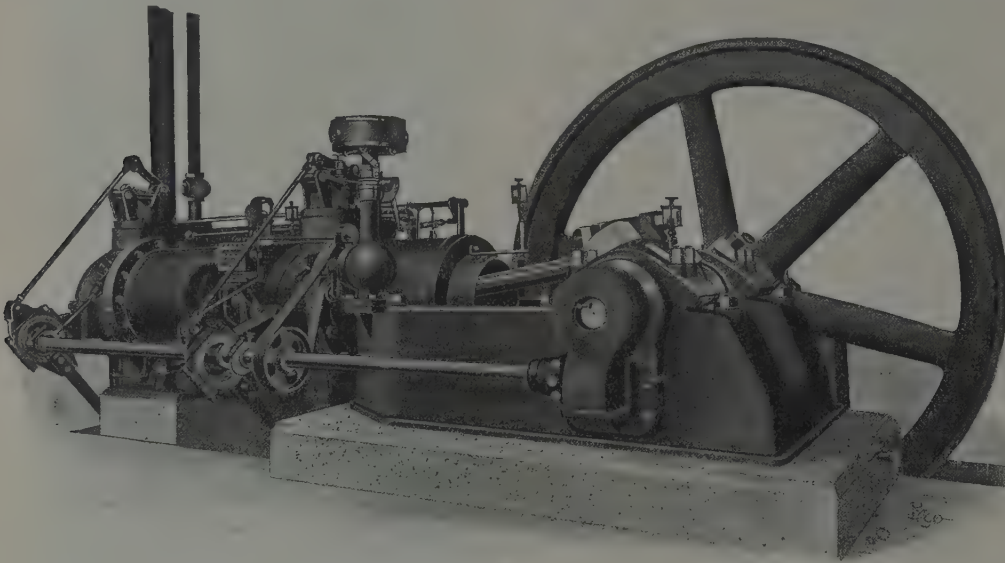
The case of Buffalo Grain Co. vs. Sowerby and others (88 Northeastern Reporter, 569), the Court of Appeals of New York says, was brought to recover the value of a quantity of barley (of the conceded value of \$54,208.89) which was stored in the Ontario Elevator in the city of Buffalo and destroyed by the collapse of the elevator.

The defendants, the Western Elevating Association and George F. Sowerby Company, constituted an unincorporated association, consisting of seven or more persons, organized and having office and place of business in the city of Buffalo and being engaged in the storage of grain in the elevators in that city which were subject to its management. The Association had under its control all but three of the elevators of the city, operated under an agreement with the owners by which all earnings for the elevating and storage of grain during a period specified were to be collected by the Association; and after deducting and paying the expenses of the Association, the net earnings were to be divided among the several elevator proprietors pro rata according to the percentages allotted to each. The grain in question had been received by the defendant Association and placed in the Ontario Elevator and a warehouse receipt had been issued therefor, except as to one cargo which had been received and stored in the elevator a day or so before the collapse of the elevator, for which the person in charge of the elevator had given a receipt which entitled the owner upon demand to receive from the Association a warehouse receipt therefor.

Upon the trial the chief questions litigated were the cause of the collapse of the elevator, and whether the defendant was guilty of negligence with reference thereto. The questions were submitted to the jury, and a verdict was rendered in favor of the plaintiff against the Association for the value of the grain, and the judgment entered thereon was affirmed in the appellate division of the Supreme Court of New York, the judgment of which latter court is here affirmed.

One Wheeler was joined with the Western Elevating Association as a party defendant; and the plaintiff undertook to establish a cause of action against him as well as against the Association. He was the owner of the elevator and one of the parties to the agreement under which the elevators had been turned over to the Association. The contention of the plaintiff was, in substance, that Wheeler as owner was liable, for the reason that he was aware of an improper construction of the elevator and knew that the building was in a dangerous condition and liable to fall. The trial court also submitted to the jury the question as to his negligence; but the verdict relieved him from liability. Wherefore, it was contended on behalf of the Elevating Association that the verdict rendered in favor of Wheeler and against the Association was inconsistent, and, therefore, should be set aside as to the Association; that if the owner, Wheeler, was free from negligence, the Association also was, and, therefore, there could be no recovery against either defendant. The court, however, thinks the situation of the Association was very different from that of Wheeler.

The Association's relation with the plaintiff was contractual. It had received the plaintiff's grain as warehouseman for the purpose of preserving and storing it, and agreed to return it upon demand. Under the common law a warehouseman is liable for any loss or injury to the goods caused by his failure to exercise such care in regard to them as a reasonably careful owner of similar goods would exercise; but he shall not be liable, in the absence of an agreement to the contrary, for any loss or injury to the goods which could not have been avoided by the exercise of such care. This rule has been enacted into the New York statutes. The Association, therefore, as a warehouseman, must be deemed to have held out to the public this elevator as a proper and fit building in which to store grain.



ST. MARYS TANDEM GAS ENGINE.

especially so for all the larger sizes up to 250 and 300 horsepower.

In the machine under consideration we have an engine that is constructed for heavy and close, continuous work; and in a general way embodies the principles of friction and governing described in connection with the duplex type of engine referred to above, so far as applicable.

The engine is suitable for natural and producer gasoline, and the other fuels used by the modern "gas engine."

Full detailed description of construction, materials and workmanship, efficiency, etc., will be sent on application to the company at St. Marys, Ohio.

TRANSIT HEARING IN BOSTON.

The I. C. C., Commissioners Prouty and Cockrell, gave a public hearing to shippers and railroad men on the "transit" privilege at Boston on February 23. This was the last of the series of hearings on this subject given by the Commission at various points in the country, and was attended in the main by New England parties, although Messrs. F. H. Hartwell, Alfred Brandeis and S. Zorn of Louisville, grain men, journeyed from that city to Boston to take part. The examination of witnesses was conducted as on other occasions by Hon. John H. Marble, the Commission's attorney.

Most of the facts brought out concerned the lumber business, which had not been dealt with before as fully as the grain business. Moreover, the handling of lumber appeared to be more difficult than the handling of grain in transit.

to himself, and refused to pay the inspection fee of 75c. per car. The railroad refused to surrender the car because under the law it would be liable for the charges. The owner then brought an action of replevin against the railroad, and the court in deciding the case said that charges could not be exacted where the owner shipped to himself. The decision holds that the law seemed designed to compel inspection only of grain consigned to a public warehouse. This expression is puzzling to the Commission, as little if any grain is ever consigned to a warehouse, the usual practice being to consign the shipment to an individual or firm.

Members of the Commission say it is expected the court's ruling has made necessary a reduction in the inspection force, as there will not be much grain to inspect nor sufficient receipts to pay the cost of maintaining the system. If Coast buyers adopt the plan of having the grain consigned to themselves under the ruling, grain inspection, except in few instances, will be practically eliminated.

More than 1,000,000 grain sacks to be used the coming season were ordered at a meeting of the Farmers' Union at Walla Walla, Wash. The orders were given to the Independent Grain Company of Walla Walla, which was awarded a contract over five other bidders for furnishing grain bags for the Farmers' Union in Walla Walla, Columbia and Umatilla Counties, the bid being \$5.47½ a hundred f. o. b. Portland. The Independent Grain Company, representing P. J. Fransiola & Company, Tacoma, estimates this contract will amount to about 2,000,000 sacks.

Buildings of this character are liable to deteriorate. They may be weakened by storms and winds, and, when constructed upon piles over waters or low lands, the piles may decay and the foundation become weak, endangering the structure. A warehouseman, therefore, in the exercise of reasonable care, owes a duty to his patrons of making reasonable inspection from time to time to see that the building remains safe and in proper condition. No such relation existed between the defendant Wheeler and the plaintiff. Wheeler had entered into no contract with the plaintiff to store and preserve its grain or to return it upon demand. He owed the plaintiff no duty to inspect from time to time and report if the building was found unsafe. Consequently the determination of the jury to relieve him and to hold the Association, the contracting party, was not an inconsistent verdict.

The fact that the Association had not actually issued a warehouse receipt for a portion of the grain destroyed did not affect the situation of the parties, for it distinctly appeared that the grain had been delivered to and received by the Association into the elevator upon storage and that the plaintiff was entitled to have a warehouse receipt therefor. The grain having been destroyed, no demand was necessary.

The judgment rendered in the trial court and affirmed by the appellate division, was affirmed.

SOYA BEAN CRISIS.

The movement of soya beans, crop of 1909, has been quite disastrous to Asiatic handlers, according to Vice-Consul Williams of Newchwang. Prices for the crop of 1908 rose from 42½¢ per cwt. at opening of the season until the end of the season; and in anticipation of a further rise on crop of 1909 an English firm contracted to deliver 50,000 tons of the beans at 65 cents per cwt., the middleman making contracts with the producers at 60 cents. But the bad roads made it impossible to deliver promptly from the grower, and as the crop turned out only about 80 per cent as large as that of 1908, the advance in price has been so great as to bankrupt the middleman and force the English contractor to default, after holding a steamer for the cargo for a month. Several other firms handling the beans at Dalny, Mukden and Kuanchengtze have failed or are "on the ragged edge," and have suspended operations. The crushing mills also in Manchuria have ceased operations.

On December 22 beans were quoted at 81 cents per cwt., which was somewhat higher than they were quoted c. i. f. in England. A decline is expected by the Japanese who maintain that the crop exceeds that of 1901; but the Chinese interested in the trade says the crop is only 70 to 80 per cent of that of 1908.

The consul closes his report by saying:

Closely interwoven with this crisis in the bean trade is the financial panic which has been experienced throughout Kirin Province. All through Manchuria business is done on the basis of the "transfer tael," which is in reality nothing more than a promissory note due to be taken up at the close of each quarter on settling day, but which circulates on the market. Consequent to the disastrous effects on credit of the Russo-Japanese war, the Newchwang transfer tael has long been far below par, the debtors being unable to take up their notes on the due day. It may be explained that instead of paying interest on such notes, they are accepted in the first instance at a heavy discount, which represents what the borrower pays for the accommodation.

Originally these notes were promptly taken up on the due date, but as firm after firm became unable to meet its liabilities at once the notes were carried over from one settling day to another ad infinitum, and the value of the transfer tael kept sinking lower and lower. With the healthy revival of trade experienced during the last year at this port conditions are much improved. Kirin seems at the moment to be experiencing a somewhat similar entanglement in its money markets. From the foregoing it will readily be seen that any losses experienced in the bean trade must inevitably react on the trade of Manchuria as a whole through the medium of the transfer tael, or, in other words, through its depressing effect on credit.

Firms intending to enter the market here in buying beans, and indeed all those interested in the Manchurian trade, will do well to watch conditions closely for some months to come.

GRAIN JOBBING AND FEED MILL PLANT.

The Walther Grain Company has just completed at Sixty-fourth Street and Wentworth Avenue, Chicago, a new grain elevator and premises for grain jobbing and for operating a feed mill which is considered one of the best appointed plants of its kind in the United States. Equipped with the latest improved machinery for recleaning grain and grinding feed, with individual electric motors for each machine, as well as all conveyors for handling grain and feed and with steam shovel for unloading cars, it has every modern convenience for the rapid and economical handling of grain. It is, moreover, the only plant in Chicago with complete system of automatic scales for weighing all grain into sacks of even weight.

The building is a combination warehouse and elevator, and is built of brick and concrete. It is 56x100 feet in size. The warehouse is a two-story structure of mill construction, the entire first and basement floors being of concrete. The second floor and roof are of mill construction; that is, they are built of 2x6's and 2x4's on edge, giving it a floor-weighting capacity of 400 pounds to the square foot.



WALTHER GRAIN CO.'S NEW PREMISES IN ENGLEWOOD, CHICAGO.

The elevator is of crib construction and has bulk storage space for 18,000 bushels of grain. In addition the warehouse has capacity for 35 car loads of sacked grain and mill feed.

The grain is unloaded directly from the cars into the hopper scale, from which it goes through the cleaner and into bins, all at one operation. This operation completed, the grain is weighed by automatic scales into sacks of even weight, which are sewed and then elevated by bag conveyor from basement to the second floor.

The front, or street side, of the warehouse has a clear space of 30x42 feet on a level with the street, and all loading of wagons is done by chutes from the second floor. Similarly in the rear, or track side, of the warehouse cars are loaded through chutes from the second floor.

The plant is an expensive investment, but Mr. Walther figured that from the standpoint of low insurance and the labor saving devices alone, the additional cost over that of the usual construction would be warranted.

The scheme of taking grain and ground feed directly from the cleaner and mill and sacking it in even weight packages has many advantages over the old way of handling in bulk and transferring it to bins where it accumulates dust before being sacked. These advantages are equally in favor of the dealer and the consumer. The sacking of grain, etc., by automatic scale is done with clock-time precision and converts a bulk business into a business where it is only necessary to count the number of bags. It is a check on both the honest as well as the unscrupulous or careless dealer. The main advantage is that the teamster in making the

delivery has no excuse for so-called mistakes, because each sack of oats or other grain contains a fixed quantity and he must deliver a given number of bags of each kind of grain. It makes no difference to the customer whether he gets the oats belonging to Jones or Smith; all that need concern him is that he receives the number of bags his ticket calls for.

For convenience sake, grain will be weighed up as follows: Oats, 3 bushels (96 lbs.) per sack; shelled corn, 2 bushels (112 lbs.) per sack; barley, 2 bushels (96 lbs.) per sack; wheat, cornmeal, cracked corn, alfalfa and all mill feeds in 100-lb. sacks.

This plant, we are informed, is the only plant in the city where the dealer in small country town, who cannot afford to handle 80,000 to 100,000 capacity cars of one kind of grain, can get mixed cars of anything used in feed business without extra cost—all sacked and of uniform weight.

The house was planned by Patterson & Davidson and constructed by the Seckner Contracting Co., Chicago. The equipment includes seven electric motors totalling 50 horsepower, furnished by the Wagner Electric Manufacturing Co. The machinery

consists of one Barnard & Leas Upright Oat Clipper, one Gibson Oat Crusher, one Gibson Feed Mill, one Automatic Mixing Scale, one Richardson Automatic Scale, one Buffalo 1,200-bushel Hopper Scale, one Buffalo 8-ton Wagon Scale, and conveying and elevating machinery furnished by Skillen & Richards, Chicago.

Office and warehouse are heated by hot water system.

McCUMBER BILL AGAIN.

During the latter half of February several hearings were given by the Senate Committee on Agriculture to objections to the McCumber bill regulating the inspection of grain handled in interstate trade. There were objectors present from time to time from the Northwest, the West, the Middle States and the East; sometimes, on dates set, they were heard, and sometimes they were not.

Mr. McCumber's doctrine, upon which he bases his bill is that "grain buyers give the farmers poor grades to be on the safe side, and sell the same grain to millers as of a much higher grade, and that the farmers are defrauded."

The grain men present, without exception, objected to Senator McCumber's bill because it is based on a false premise and is impracticable—impossible of operation.

There seems no likelihood that the bill will ever be passed, even by the Senate.

China's embargo on grain exportation has been extended to cover nearly all of Manchuria.

ANTI-EXCHANGE LEGISLATION.

In view of the turn the theorists at Washington have given the matter of legislation adverse to the public grain and cotton exchanges, it may be well to publish here in full (for the first time in any place, we believe) Commissioner Herbert Knox Smith's report to the President on the probable effect and influence of such legislation. This report was as follows, and is dated February 4:—

At a recent conference before you, you instructed me to prepare a memorandum on produce exchanges and certain future contracts in farm products. My information comes mainly from the Bureau's recent investigation of the cotton exchanges. There are practically five classes of transactions in farm commodities:

- (1) "Spot" transactions: where the commodity is delivered at the time of sale.
- (2) "Intended-delivery" future transactions: where the contract is for future delivery, but where delivery of the goods is intended and expected.
- (3) "Bucket-shop" transactions: where there is no obligation compelling either delivery or receipt, and where delivery is neither intended nor expected.
- (4) "Hedging" transactions: this is an obligatory contract for future delivery, the main purpose of which is to relieve the hedger of speculative risk. As a rule neither party expects delivery or receipt.
- (5) Speculation: where neither party intends to deliver or receive, but where the contract is made on a regular exchange, the rules of which make delivery and receipt obligatory, if demanded.

The first three classes need little discussion. (1) Spot transactions are of course proper. (2) Contracts for future delivery with intent to deliver ("intended-delivery" futures) are extremely common and necessary; the Government in its large supply contracts regularly agrees to buy articles not then existing. (3) Bucket-shop transactions are unquestionably evil and indefensible.

This leaves (4) hedging and (5) speculation to be considered more fully. It is important to note in passing that the only difference between "intended-delivery" future contracts on the one hand (admittedly meritorious and necessary), and hedging and speculation on the other, is a difference of intent, a state of mind. Certain difficulties are obviously involved in applying practically such a distinction.

HEDGING.

Hedging is a very important and common future transaction in certain farm products. Cotton mills sell their cloth many months in advance. They must therefore assure themselves of a supply of raw cotton. This necessitates hedging. For example, a cotton merchant agrees in February to furnish next October to a spinner 1,000 bales of cotton at 10 cents a pound. The merchant believes that he can buy this cotton of the producer next October at a price which will enable him to make a profit. But crop conditions may intervene, greatly increasing the price of actual cotton. Therefore, when the merchant makes this agreement, he hedges it by also buying on the cotton exchange future contracts deliverable next October for 1,000 bales.

Now suppose actual cotton does go up, so that next October this merchant will have to pay the farmer 12 cents for the cotton which he must furnish the spinner for 10 cents. He loses, roughly speaking, 2 cents a pound on the actual cotton.

But his hedge balances this. If the price of future contracts has moved in "parity" with the price of actual cotton, as it should, the future contracts which he also holds for 1,000 bales have similarly risen 2 cents a pound, thus offsetting his loss on the actual cotton.

The cotton merchant, who is simply a distributor, has risks enough in his business of ordinary distribution. Hedging allows him to throw the additional heavy speculative risks upon the speculator, who accepts them in the hope of speculative profit. There is now a very large number of small cotton merchants scattered over the South. If they could not hedge, and were therefore obliged to carry the heavy speculative risks involved in their transactions, it is probable that very many of them would be forced out, and the business concentrated in the hands of a few large operators, leaving the farmer more or less at the mercy of these few.

Again, hedging benefits both farmer and spinner by reducing costs. That is, hedging has to some degree relieved the merchant of a risk. It therefore enables, and forces, him to reduce his charges. While the spinner does not often hedge, he buys of merchants who do. The merchants hedge practically all their transactions. In short, I regard hedging as necessary and proper. It is not speculation. It is the avoidance of speculation.

SPECULATION.

This class presents a difficult problem. Its existence probably involves the existence of the future exchanges themselves. For example, an attempt was made in 1904 to establish a future market on the Galveston Cotton Exchange, but without success. An officer of the Exchange explained the failure as follows:

"The trades were absolutely restricted to the legitimate business; . . . I don't believe there was a speculative trade made during the whole time. For some reason the speculator and gambler did not operate in this market. . . . This . . . made it a very narrow market. . . . The brokers feared that in such a narrow market they would become entangled in obligations upon contracts that would embarrass them. . . . Holders of cotton . . . did not utilize this market to any considerable extent for hedging purposes, and . . . it resolved itself practically into a purely spot business. . . .

You have got to have speculation. . . . I think speculation is absolutely necessary. It was in our case, and I think it is everywhere."

Therefore the question of speculation brings up the whole question of the merits of future exchanges.

A future exchange has two prime functions:

- (a) To facilitate hedging, as described above.
- (b) To establish future price quotations which are the resultant of all the best information and expert knowledge available, brought together at the central market in the hope of profit, and thus to discount in advance future conditions of supply and demand and prevent disastrous fluctuations. Prof. Henry C. Emery, in "Speculation on the Stock and Produce Exchanges," described the function of speculation as follows:

"To relieve trade of the risks of fluctuating values, by providing a class always ready to take or deliver a property at the market price; and, in so doing, to direct commodities to their most advantageous uses and the investment of capital into the most profitable channels, by fixing for commodities and securities comparative prices for delivery at different times and places."

Exchange speculation theoretically performs these beneficial services. The trouble is not with the theory, but with the actual practice, as follows:

First: There is one class of speculators who actually contribute information and valuable knowledge in influencing future prices: "true speculation." But there is another class who are wholly ignorant of the cotton (or other) business, and who are merely betting: "commercial gambling." They do no good, and often exert a falsifying influence on price quotations.

Second: The theoretic benefits of exchange transactions are in practice seriously reduced and often nullified by improper conditions on the exchanges themselves, as, for example, on the New York Cotton Exchange. The basic defect of that Exchange is its so-called "fixed-difference" system. The operations of this system are very complex, but, briefly stated, it amounts to an attempt on the part of the Exchange to fix arbitrarily for ten months in advance certain prices of cotton. No contract can be made on that Exchange except under the absurd price conditions thus fixed. Obviously any such arbitrary prices, in view of the unforeseeable conditions of supply and demand, will inevitably become erroneous. Being, however, an unalterable part of the future contract itself, this fundamental error necessarily disturbs the price of that contract. This is a plain abnegation of one of the prime functions of an exchange above outlined, to-wit, the providing of true quotations of future prices based on natural conditions. These false quotations are widely distributed daily, and are relied upon by the public, and especially by merchants and farmers, in handling the crop. My last Report on the Cotton Exchanges (Parts IV and V) demonstrated that these false quotations, produced under the fixed-difference system, frequently decrease the prices of cotton received by the farmer.

Third: The other prime function of the exchange, hedging, is disturbed and often nullified by this "fixed-difference" system. As pointed out above, successful hedging depends upon a parity of movement between the prices of actual cotton and of future contracts. When the price of future contracts is disturbed, as it frequently is, by this artificial regulation, the parity disappears, and hedging becomes, not a protection, but a source of danger. The American Cotton Manufacturers' Association has justly termed such false quotations "a curse" to the cotton industry.

Fourth: Cotton exchange transactions in the last decade have shown a surprising increase in fluctuations of cotton prices, an ominous departure from the proper function of reducing fluctuations. (Report on Cotton Exchanges, Part IV, p. 302.)

Finally, there are evils attending future exchange transactions, chiefly affecting the individual, which are only too serious and too obvious. The crimes, embezzlements, financial disasters, and moral degeneration that have resulted therefrom are a matter of common knowledge.

I should refer, in passing, to the experience of Germany. Germany in 1896 prohibited exchange dealings for future delivery in grain and flour and in mining and industrial stocks. In 1903 the prohibition of dealings in mining and industrial stocks was repealed, the government stating that "the prohibition . . . has proved injurious to the public, without accomplishing its original purposes." The prohibition of future dealings in grain and flour is still in force.

My own information is too slight to justify me in commenting hereon. A study by Professor Emery (see Congressional Record, December 16, 1908) states: "The ten-year experiment which has been made in Germany has clearly demonstrated itself a failure (p. 341). Trade was disorganized, and the old barometer of market conditions, i. e., the quotation of prices on the central exchange, had disappeared. Strenuous efforts were made to substitute official figures collected and tabulated by an official board, but proved confessed failures (p. 339)."

To sum up the matter: Future exchange transactions include several very different classes. Some, like hedging, are proper and necessary. Others, which should perform in theory a beneficial function, work in practice a large amount of evil as well, owing to improper exchange conditions. Still others are unquestionably evil in their net results. But while these distinctions are clear as a matter of economics and morals, they present difficulties in the practical framing and application of remedial legislation. The desirable end, of course, is to eliminate the evil and retain the good. Whether this can be done, and how, I do not presume to say. I feel clear, however, that where an exchange, by its own regulations, by its own action or neglect, abandons

in whole or in part the beneficial functions which are the sole justification for its existence, it places itself in a very dubious position. So long as it does not voluntarily eliminate evils that are easily remediable, it is properly a subject of public regulation.

Without discussing the various forms of legislation that have been presented, it is obvious that a tax on exchange transactions may well be considered as one of the constitutional and available means of regulation. If a tax law should be so framed as to distinguish between future transactions which are beneficial, which give the fullest play to the natural laws of supply and demand, and those transactions, on the other hand, which are carried on under a false and uneconomic system, much good would probably result.

This report attracted wide attention, and was very favorably commented on. It is clear, however, that it has had but little weight with Rep. Scott, chairman of the House committee on agriculture, or perhaps with his committee as a whole; for according to latest guesses they are expected to report a bill that will attempt to stop "gambling" on exchanges and yet permit something else which they think is legitimate. On March 7 the telegraph said that the committee is likely to report favorably a bill that will prohibit the transmission among the states and territories, and between the United States and foreign nations, of telegraph and telephone messages relating to contracts for future delivery of grain, cotton or other farm products where there is no intention of actual delivery or receipt, or relating to contracts whereby the right is acquired to demand in the future the acceptance or delivery of these farm products without obligation to so deliver or accept. The amendment by Rep. Hardwick aims the prohibitive provisions of the bill at the Liverpool cotton market particularly.

Some members of the committee believe that the exchanges will largely readjust methods under the spur of the proposed legislation. There is a disposition in the committee to differentiate between the grain and the cotton exchanges, the former being regarded as having made a much better showing. The Scott bill applies to both, and the indications are that at least twelve of the eighteen votes of the committee will be for that measure.

This seems, then, the net result of several days of "hearings" at Washington, when a large number of the leading experts of the Nation, who have given this subject the closest possible study, theoretically and practically in the conduct, as commission men, of the business of marketing grain and cotton, all testified that any interference with the exchange system, as developed by a half-century of practical trial, would be disastrous to the grain and cotton producers of the nation. Mr. J. C. F. Merrill, vice-president of the Chicago Board of Trade, a man who handles only the "real stuff,"—who in a business career of thirty years has never made a "speculative deal,"—called particular attention to the methods of borrowing cash at banks on grain or titles to that commodity. He explained how a man could get much better terms for a loan on grain provided he had already hedged his future contract, the bank being more willing to lend on grain which had been in this way protected. Then Mr. Merrill took up the ways in which penalties were inflicted upon members who failed to live up to their agreements. He as well as practically all the other witnesses testified that in case the Scott bill should be passed, the situation would be such as to put the grain exchanges out of business and to paralyze the small dealers in cash grain.

As an offset to such expert opinion the "hearings" were edified by Rep. Burleson of Texas with such stuff as the following, given as sober testimony: He said that "the bucket shops were infinitely preferable to the exchange, with its manipulations of prices, and that the exchange by comparison with bucket shops was as Monte Carlo and its roulette and monthly record of suicides to the game of craps the pickannies play in the back alleys."

Again, Mr. F. A. Hallett of Minneapolis told the committee that, "The present system gives the farmer the whole twelve months in the year, or any one month, to market his crops. The exporter is able to get a market for the grain before it is raised, so that when the new crop begins to arrive at the terminals it begins to move out at once and avoids congestion and slaughter of prices for the farmer."

Trading in grain for future delivery is the salvation of the farmer. As exporters we are now having bids for grain to go out after the opening of navigation, and unless we have the right to sell for future delivery the export business is gone."

Mr. Ward Ames of Duluth referred to the introduction of durum wheat in Northwest by the Government, and the fact that the demand for it is principally from abroad. This export business would be wiped out, he declared, and the producers of durum wheat would be practically without a market if the anti-futures bill becomes a law. Concluding, Ames said: "I maintain that we are doing a strictly legitimate business, benefiting the farmer because we furnish him with a world-wide market for his product, and benefiting the country at large because we bring outside money into this country instead of swapping the crop among ourselves."

Another type of witness was T. J. Brooks, president of the Farmers' National Union, whose knowledge of the functions of the exchanges may be understood by his interrogative testimony, early in the hearing,—"On what moral principle," he asked, "is one class of citizens obliged to make up for the losses of another class, for where one gains another must lose? The original intention of the cotton exchange, to bring the buyer and seller together, has been eliminated in the development of the present exchange practices." Such a man, called an "expert," of course, no doubt thinks that every time he buys a meal he "loses" and the cook "wins." Strange how these "blind leaders of the blind" refuse to open their eyes by a brief study of the very A, B, C's of barter among individuals.

To such a man as Mr. Brooks, therefore, the statement by Walter Fitch of Chicago—that, "If dealing in grain futures is prohibited there will be chaos in produce business circles,"—would be absolutely unintelligible because he cannot understand what commerce and trade really are outside of a country village. Nevertheless, Mr. Fitch as an expert said, "That would be just the result if this committee's bill prohibiting dealings in futures becomes a law. We would have to do business on a large margin. Personally, I would have to reconstruct every financial interest that I have in the West. The chaos would stretch all the way from the farmer to the exporter."

The cotton exchanges are more responsible than the grain men for the state of public opinion in Texas and the Southwest, where the Scott bill originated and whence it gets its chief support. Yet it is a fact, in spite of all complaints of "manipulation" in New York and New Orleans, that, as W. B. Thompson of the New Orleans Cotton Exchange has said: "The abolishment of future trading would not only demoralize modern business systems and conditions, but would result in good to no one, unless it be that some apparent but unreal advantage might seem to move towards the spinner, which advantage could not be otherwise than at the expense of the producer of cotton and the wearer of cotton goods. The misfortune of the situation is that only the comparatively few people who are engaged in the cotton business understand and appreciate the significance and the great economic benefits of future contract trading. The general public knows nothing of the thousands and millions of bales of cotton that are bought and sold for future delivery for a perfectly legitimate and non-speculative purpose, and with beneficial results to all concerned. The public is cognizant only of the spectacular and abnormal developments which, at intervals, demonstrate how the system may be abused, just as any other economic system may be and is abused."

Mr. Thompson's own idea is that a law making effective the following principles would suffice: "A law providing for a national standard of classification of the merchantable grades of cotton, upon which standard all arbitrations on contract deliveries shall be made; and, further, prohibiting any contract under which unmerchantable and useless stuff can be delivered, and providing that all cotton delivered on contract shall be paid for by the receiver on the basis of the actual spot value of the several grades delivered on the market and at the time of delivery."

NEW BUILDING OF POWER EQUIPMENT CO.

The accompanying picture has been made from a photograph of the new building of the Power Equipment Co. of Minneapolis, which is nearly completed. The work of rebuilding the old street railway car barns on Third Avenue N., between Washington Avenue and Second Street, was begun about fourteen months ago and is rapidly nearing completion. The interior of the old building was entirely removed, the side walls reinforced, and the entire structure built up of reinforced concrete. The frontage on Third Avenue is 126 feet and the building extends back to the Minneapolis and St. Louis Railroad tracks, 220 feet.

The company has a very complete machine shop in the rear of the building for the manufacture of worm-gear pump-jacks from patents which it controls and also elevator machinery. General job work will also be done. The offices and salesrooms are on the ground floor.

The company was organized primarily to deal in heavy power machinery and gasoline engines and to install complete plants. Since the organization a complete stock of pipe, valves, fittings and engineer's supplies has been added.

Recently the Power Equipment Co. absorbed the

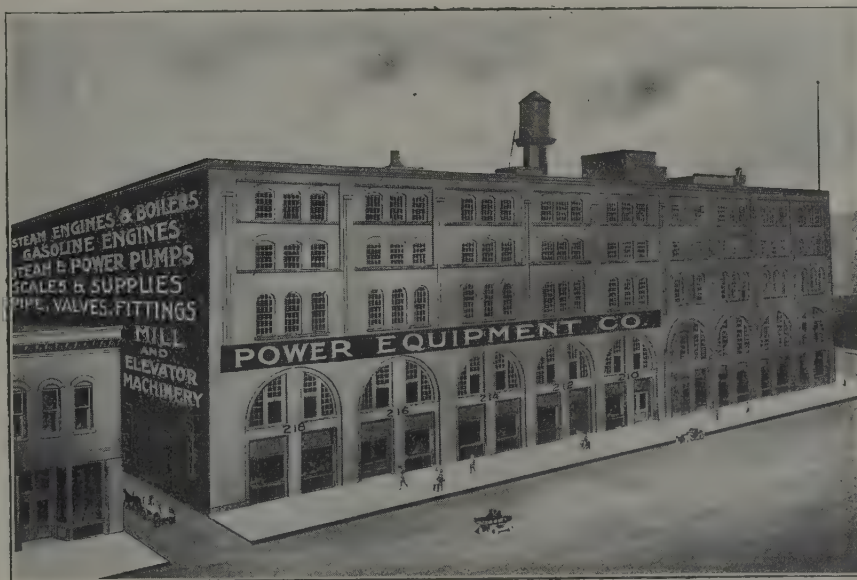
"we are not interested." Now, he adds, "if the inspection was made, and the car was regular 3 yellow when put into the car it would be good for 30 days' transit. The car, however, was so hot and sprouted that sprouts one to two and two and one-half inches long had grown, and the top was caked over like an ice pond."

MEETING OF GRAIN DEALERS HELD AT LINCOLN, NEBR.

A meeting of grain dealers was held at Lincoln, Nebr., on Wednesday, March 2, under the auspices of the Western Grain Dealers' Association, which was very well attended.

Mr. Selleck, president of the Lincoln Commercial Club, welcomed the dealers to the city, and included in his able address some very suggestive ideas also regarding the economic necessity of the grain dealer and the middleman in the commercial distribution of the products of the farm. We are very certain that the grain dealers of Nebraska will be glad to become better acquainted with Mr. Selleck and the Lincoln Commercial Club, and to accept their cordial offer of hospitality on future occasions.

Manning W. Cochran, president, and John Dower, chief supervisor of weights, of the Merchants'



PREMISES OF THE POWER EQUIPMENT CO., MINNEAPOLIS.

Power Appliance Manufacturing Co. of Minneapolis, dealers in and manufacturers of elevator machinery, and will enter this field extensively. The company is Northwest agent for The Standard, Sonander and Osgood Automatic Scales and Foos Gasoline Engines.

The business is under the general management of W. H. Day, who is well known to the grain elevator trade throughout the West and Northwest.

CANADIAN COMPLAINTS.

The Montreal Trade Bulletin has been printing recently complaints from Canadian receivers of American grain, that the habit of some shippers of false dating B/L's has caused confusion in effecting settlements, the B/L's not infrequently disagreeing with the dates of the drafts and the number on the car actually containing the grain. This is, of course, the fault of the consignor, but it makes trouble for the consignee just the same. Probably this will cease, now that the I. C. C. has declared the practice of false dating to be unlawful.

The same paper records receivers' complaints of great delays in transit, with loss of quality. There is also great irregularity of arrivals, some cars being 20 to 60 days out, others between some towns only 7 or 8 days. The complaint, however, goes farther and to the point that when grain gets out of condition the shipper will do nothing about it. "The inspector from Detroit won't come over," says one complainant, and the Board of Trade says

Exchange of St. Louis, addressed the meeting on the subject of excessive weighing charges on team tracks at St. Louis, and urgently invited the co-operation of the dealers in assisting to bring about a better arrangement with the municipal authorities in the matter of license fees, etc.

Prof. M. L. Bowman, formerly of the Iowa State Agricultural College, delivered a very interesting lecture on the "Improvement of the Oat Crop," advocating the sowing of seed plots with thoroughbred seed, fanning the seed, treating the oats to prevent smut, and properly preparing the seed bed.

Prof. E. G. Montgomery spoke of the very poor general condition of the seed corn throughout the state of Nebraska. He insisted that the condition is unquestionably serious throughout the North Platte and the northern portion of the South Platte territory.

Prof. Montgomery also urged the grain dealers to buy grain on its merits as to quality, in order to educate the farmers and to make an inducement for them to give more attention to the quality of the crops; and he suggested that the grain dealers and the College co-operate in an educational campaign with the farmers and grain dealers along this line.

Chas. A. Dayton was in attendance as an authorized representative of the Kansas City Board of Trade to discuss the question of car-load dockage at Kansas City. Mr. Dayton explained the present situation with reference to dockage there (the only market that has not abandoned this much-condemned custom) by saying that the matter is now in the Missouri courts, and if the court decides that

the Missouri law prohibiting such dockage is illegal the custom will be discontinued.

In this connection, the Western Grain Dealers' Association would urgently suggest that all shippers to the Kansas City market carefully preserve their accounts of sales deducting such dockage, and in the event of a favorable decision by the Missouri courts, to insist upon full payment for such dockage.

Anticipating that there would be some resolutions offered for consideration by the meeting, Sec'y Geo. A. Wells of the Western Grain Dealers' Association, who had conducted the meeting thus far, requested the election of a chairman in order that the business might be disposed of in good form. Mr. Low of the Lincoln Grain Company of Lincoln thereupon was elected chairman and Mr. Wells was elected to act as secretary. A motion was made and seconded that the chair appoint a committee on resolutions and the following named gentlemen were appointed, viz.: C. B. Seldomridge of Lincoln; S. Richards of Orleans, and E. G. Scoville of Friend.

After considerable discussion of the different subjects, the resolutions recommended by the committee were unanimously adopted as follows:

ON DELAYED REINSPECTION AT KANSAS CITY AND OMAHA.

Whereas, The rules and customs of the Kansas City Board of Trade and the Omaha Grain Exchange permit the buyer to call for reinspection of grain at any time before the same is unloaded; and

Whereas, Cars of grain are often delayed in delivery at terminals after inspection by the railroad companies because of congestion in terminal yards, and the unloading of cars being often delayed by the buyer to suit his convenience because of lack of storage room in elevators; and

Whereas, The condition and quality of grain often becomes deteriorated because of such delay, the property having passed out of the possession of the shipper and beyond his control; therefore

Resolved, That we, the grain dealers of Nebraska, here assembled in convention this second day of March, 1910, under the auspices of the Western Grain Dealers' Association, do hereby protest against the present rules and customs of the Kansas City Board of Trade and of the Omaha Grain Exchange, and firmly insist that such rules and customs be amended and changed to provide that all grain be sold on the basis of the original inspection, except to give the buyer the privilege of re-sampling and re-inspection within twenty-four hours, or within such length of time as may be necessary to promptly obtain a re-sample of any car to be re-inspected, or in case of cars loaded too full for thorough inspection, or of plugged cars; and further

Resolved, That the secretary of the Western Grain Dealers' Association be requested to forward copies of this resolution to the Kansas City Board of Trade and the Omaha Grain Exchange respectively.

ON EXCESSIVE WEIGHING CHARGES ON TEAM TRACKS AT ST. LOUIS.

Whereas, The city of St. Louis by its municipal ordinance requires that all grain unloaded on team tracks be weighed over so-called City Scales, for which the city of St. Louis collects a license fee of 5 cents per wagon load; and

Whereas, The city of St. Louis has granted an exclusive license to one Brady and McGravarty to operate such city scales, for which they collect an additional fee of 15 cents per wagon load, making a total weighing fee of twenty cents per wagon load, or about two dollars per car, for all grain sold on team tracks in that market; and

Whereas, The railroad companies having team tracks at St. Louis have offered to install wagon scales in their yards to be supervised and cared for by the Weighing Bureau of the Merchants' Exchange of St. Louis; and

Whereas, The Merchants' Exchange is not permitted to have complete supervision of team track scales now provided by the city of St. Louis, the weights being often unsatisfactory, and the weighing charges an excessive expense against the shipper to the St. Louis market; therefore

Resolved, That we, the grain dealers of Nebraska here assembled in convention, this second day of March, 1910, under the auspices of the Western Grain Dealers' Association, do hereby positively and firmly express our dissatisfaction and disapproval of the municipal ordinance of the city of St. Louis, and the consequent excessive weighing charges taxed against the shipper to the St. Louis market; and, further

Resolved, That we urgently request the municipal government of the city of St. Louis to modify these conditions and to co-operate with the Merchants' Exchange and the railroad companies in establishing weighing facilities in team track yards and a reduction of the weighing fees against the shippers to that market; and, further

That, The secretary of the Western Grain Dealers' Association is hereby requested to forward copies of this resolution to the mayor and each member of the General Assembly of the city of St. Louis.

RESOLUTION ON CARLOAD DOCKAGE AT KANSAS CITY.

Resolved, That we protest against the arbitrary dockage of 100 pounds on each car of grain taken

by the elevators at Kansas City, and that same should be abrogated.

ON IMPROVEMENT OF THE OAT CROP.

Whereas, The general quality and vitality of the oat crop has become greatly deteriorated and weakened because of lack of proper consideration of the necessity of using well-bred seed oats, and by the shiftless method of sowing the seed without proper selection and cleaning of same; therefore

Resolved, That we, the grain dealers of Nebraska, here assembled in convention at Lincoln, this 2d day of March, 1910, under the auspices of the Western Grain Dealers' Association, do hereby express our hearty appreciation of the lecture delivered by Prof. M. L. Bowman on the "Improvement of the Oat Crop;" and further

Resolved, That we will use every influence possible to encourage the farmers of this state to sow experimental seed oats plots, using thoroughbred seed of such variety as they may consider most adapted to their particular locality, and also agitate the necessity of fanning the seed thoroughly that is used for general planting, so that only the most vigorous and strong kernels will be sown; and further

Resolved, That we will endeavor to enlist the co-operation of the press, including especially the local weekly papers, to assist in awakening the farmers to the necessity of adopting the practical suggestions made by Prof. M. L. Bowman, by the publication of his articles on "Improvement of the Oat Crop," that will be mailed to every grain dealer in the state of Nebraska.

RESOLUTION ON CO-OPERATION WITH THE NEBRASKA COLLEGE OF AGRICULTURE.

Whereas, The grain dealers of Nebraska are vitally interested in increasing the production and improving the quality of the grain crops of the state; therefore

Resolved, That we, the grain dealers of Nebraska, assembled at Lincoln, this 2d day of March, 1910, under the auspices of the Western Grain Dealers' Association, do hereby express our appreciation of the good work done at the experimental station under the direction of Prof. E. G. Montgomery, and in the Extension Department of the Nebraska College of Agriculture, under the direction of Prof. C. W. Pugsley; and further

Resolved, That we use every possible influence to assist the college in its efforts to improve the grain crops of this state; also to urgently suggest to the college a careful consideration of the plans and work of the Seed Growers' Association as conducted in connection with the Agricultural College of Ontario, and the State University of Wisconsin, whereby high grade seed grain is grown under the supervision of the college for distribution among the farmers, to be used in planting farm experimental seed plots, and that the secretary of the Western Grain Dealers' Association be instructed to forward copies of this resolution to the proper authorities at the college.

ON EXTENDING THE MEMBERSHIP OF THE WESTERN GRAIN DEALERS' ASSOCIATION TO INCLUDE GRAIN DEALERS IN THE STATE OF NEBRASKA.

Whereas, The grain dealers of the state of Nebraska are without an organization;

Whereas, Organization is now absolutely essential and necessary to the successful conduct of the business of a grain dealer in the establishment and enforcement of the lawful, equitable and uniform trade rules and customs necessary to accomplish an economical commercial distribution of the grain products of the state, and the protection of grain dealers against unjust regulations and abuses in transportation, and the encouragement of the improvement of the grain crops, the dissemination of information pertinent to the grain business, the compilation of crop reports, and the inspection and repairing of scales; therefore

Resolved, That we, the grain dealers of Nebraska, here assembled in convention, this second day of March, 1910, under the auspices of the Western Grain Dealers' Association, demand the appointment of a committee of five, of which the chairman shall be one from the grain dealers of the state, to consider the advisability of inviting the Western Grain Dealers' Association to extend the scope of its membership and work to include the state of Nebraska; and should they so recommend, that they report their action to the secretary of the Western Grain Dealers' Association and request that organization to solicit membership among the grain dealers of the state.

On motion a vote of thanks was extended to those who had participated in the program, after which the meeting adjourned.

HEAVY GRAIN.

The Alberta News in a recent article notes a peculiar quality of Alberta Red winter wheat, that since its introduction to the province in 1903 as Turkey Red it has increased in weight from an original 56 to 58 pounds to nearly 70. Soon after the first crops of this wheat, from seed brought from Kansas, it was noted, when these fairs began, that the weights began to register 61 on to 62½ and 63 pounds per bushel. Then 64 and 65 pounds were reached in 1907. The 1908 wheat went up to 67 and 67½ pounds per bushel at the Provincial Seed Fair at Calgary. At the Provincial Seed Fair at Edmonton in 1910 we find hard

winter wheat going up to 68 pounds per bushel, and one sample at the Lacombe Seed Fair registered 69½ pounds per bushel, carefully weighed. At all the seed fairs the hard winter wheat scaled high throughout the province, going far higher than has heretofore been the case.

Similarly spring wheat has been increasing in weight. Preston was shown at the Lloydminster Seed Fair weighing 66 and 67 pounds, White Fyfe at Gladys Fair 65¼ pounds and Preston at Sedgewick Fair 66 pounds.

Oats, too, weigh very heavily—45 and 46 pounds, or heavier than Scotland oats.

P. H. PELKEY.

The "Pelkey Elevator" has become in recent years a standard type of grain elevator in Kansas and the West. Indeed, one is under the necessity of taking out a "search warrant" in some parts of Kansas to find a town with any sort of a grain market that has not its "Pelkey Elevator."

The maker of the "Pelkey Elevator" is P. H. Pelkey of Wichita. A young man, still on the sunny side of forty, he spent several years building grain elevators and doing millwright work for different



P. H. PELKEY.

contractors, getting into the "swing of the business," before he decided (1902) to go into business for himself. For that purpose he opened a small office at Winfield, Kan. He built in 1902 about fifteen elevators, at a fair margin of profit; and as the future, after such a start, "looked good," he removed to Wichita as his permanent location. Since then his work has run from 50 to 60 houses a year.

On February 26, 1907, Mr. Pelkey incorporated his business as the P. H. Pelkey Construction Co., with himself as president and general manager, J. F. Balliet, vice-president, and Erwin Morley as secretary; but on March 5 of the present year, this corporation was dissolved, and hereafter Mr. Pelkey will conduct the business personally, as he did prior to February, 1907. There will be no change in his business methods, in the character of the work handled under contract, or in the line of machinery and mill and elevator supplies carried by him.

That Montreal, the principal ocean port of the Dominion, should be debarred from granting a certificate of inspection of Manitoba grain when asked for by European buyers, is an anomaly that should be removed at once, says the Montreal Trade Bulletin. Buyers on the other side of the Atlantic can get seaboard inspection of Manitoba wheat at American ports, but the grain inspector at Montreal is precluded from giving a certificate of inspection for the same description of grain, although he can issue a certificate of inspection for Ontario and American grain.

BEANS VS. EXPORT CORN.

John M. Dennis of Louis Muller & Co., Baltimore, was quoted by the Sun some weeks ago as saying that in his opinion the decrease in the exports of corn is largely due to the increase in the use of the soya bean as a cattle food. So popular has this bean become in European countries, he says, its growth has been encouraged here on a large scale. Farmers in Carroll, Frederick and Washington Counties of Maryland have gone into its cultivation in an extensive way. These find it a desirable substitute for corn as a cattle food. "Corn, or cornmeal, is very little used as a table food by the Europeans," continued Mr. Dennis. "They do not seem to appreciate its quality in this connection as much as we do here. The Europeans could never be taught to eat corn bread. While we export millions of bushels, it is chiefly used for distilling purposes and for cattle feed. That a cheaper substitute has been found in the soya bean to my mind accounts for much of the falling off in corn shipments."

Broomhall's Corn Trade News at same date said that in the bean export season, which began in November, 1908, and closed with June, 1909, over 152,000 tons of beans were shipped from Dairen (formerly Dalny) to Europe, mostly to Liverpool, Hull and Bremen, while from Vladivostok 143,000 tons were exported during the same time, of which probably half went to the United Kingdom. The Corn Trade News writer says:

There is a great demand in the United Kingdom for seed oil for machinery, soap making, cooking and other purposes, and I understand that the demand for beans in the United Kingdom was stimulated by a shortage in the supply of cottonseeds from Indian and Egypt. The efficacy of beans for cattle food has also been proved in the United Kingdom. Excellent crops in Manchuria, low prices in gold for the produce and cheap freights made a combination of circumstances favorable for the trade, such as cannot reasonably be expected to occur frequently; and the purchase of beans in the interior is, I am told, an operation involving no small difficulty and financial risk. However, the prospects for next season's bean trade are, on the whole, bright.

In India also there is a movement to increase the acreage of the soya bean, because, as the Indian Trade Journal points out, the Manchurian exportation of the bean is likely to "affect increasingly the trade in Indian oilseeds, such as linseed and cottonseed. The seriousness of the competition to be foreseen and the desirability of making every effort to spread the cultivation of the soya bean in India is again illustrated by the fact that the Chinese Eastern Railway, to which belong the godowns in which grain cargo for shipment from Vladivostok is stored, are taking measures to cope with the expected increase in the volume of the bean exports from the port," by increasing the loading facilities of the port and by enlarging the local storage capacity.

The soya bean has attracted some attention in Sweden also, where, however, it has appeared in the form of soya-cake meal, sometimes called "bean gluten feed." The Central Institute for Agricultural Experiments has lately published an article on soya meal and cake by Nils Hansson, in which among other things it is said:

By reason of their low percentage of cellulose, which, according to the tests, varies from 2.67 to 5.27 per cent, the soya foodstuffs are highly digestible. In this respect the soya cake seems to be somewhat better than the soya meal, but in comparison with other fodder stuffs both rank very high.

When the percentage of water has been low enough, neither soya cake nor soya meal has undergone any changes during four to five months' storage. On the other hand, two samples of meal which contained 15 per cent of water, and were kept for some time, got moldy, and showed signs of decomposition. Therefore, buyers should be careful and see to it that the moisture does not exceed 13 or 14 per cent.

In the feeding experiments made, it has been shown that soya cake as well as soya meal are eagerly consumed by neat cattle, and daily rations as large as 3.3 to 4.4 pounds have not caused any unfavorable dietary effects. In this respect the soya fodder stuffs seem to have a slightly loosening effect, comparable to that of good sunflower or peanut cakes.

With reference to the influence of the soya fodder stuffs on the percentage of fat in the milk, the results of the experiments are conflicting. Some of

them show decrease, others increase. If we compare the results here with the results obtained in Germany, we are inclined to believe that the soya feedstuffs have some tendency toward lowering the percentage of fat in the milk produced, still, not in such a degree as to be of any practical importance.

No change in the appearance or taste of the milk has been detected, but the churning tests made in the summer time have shown that the butter had a pronounced fodder taste when larger quantities of soya meal or cake were used. Therefore, at places where the milk is utilized for the production of butter, the daily ration of soya meal or cake given to each cow should not exceed one-half to three-fourths kilo.

H. M. TALCOTT.

It is always a satisfaction to a writer, as it must be to a teacher, to find the men to whom he takes a fancy "making good" according to expectation. Some five or six years ago the editor picked out of the bunch of young men in the Western grain trade, as a likely young man with a future, H. M. Talcott, then acting as manager of the Chicago Grain and Elevator Co. at Des Moines. He is still on the upturn. Then he was still in the twenties, and had had some previous experience in grain with the old Weare Commission Company of Chicago, while they were operating in the Iowa field, and he loyally stuck by them until the click of the tele-



H. M. TALCOTT.

graph finally sounded their disastrous end. It was an early start, and counting up we find that at this time a little more than half of Mr. Talcott's thirty-three years have been spent in telegraph work, in grain brokerage, and in the work on 'change of the managerial side of a large receiving business of a board of trade commission house,—a series of years of hard work broken by few actual holidays not on the legal list.

From Des Moines Mr. Talcott went to Kansas City, where he is now manager for the well-known commission house of Goffe & Carkener, who represent Logan & Bryan of Chicago in that market, and who operate branch houses at Hutchinson, Salina and Concordia, Kansas, and are members of the Chicago, St. Louis and Kansas City exchanges.

Mr. Talcott has been one of the most persistent fighters of the Western bucket-shop there is in Kansas City, although he has not gone into this laudable fight with the usual preceding brass band; and not a little of the good work done by Kansas City in running the "fly-by-night commission men" out of that field may be credited to him and the people with whom he is identified. In place of the "shop," in all Kansas towns justifying it, there are now in operation branches of legitimate board of trade houses who furnish the elevator and cash grain interests of the interior with a service equal to that of the pit itself. A large elevator company's representative recently expressed himself on this subject, in this way: "We can feel the pulse of practically all market-centers in the world simultaneously as it originates in the exchanges, with this expeditious and accurate service." Thanks to Goffe & Carkener

and Logan & Bryan, the grain interests of Kansas no longer have to depend on a delayed mail service or on an irregular and "doped" telegraph service furnished by the parasites of the trade posing as "board of trade" houses.

Mr. Talcott, operating with his father, was at one time a very heavy handler of broom corn; and still keeps in close touch with that trade. So rapidly has the West changed, Mr. Talcott has in his few years seen Kansas out-growing the covered wagon of the "good old times," which has utterly disappeared, and blossoming with her native sunflower radiance into the auto era, and one dodges that interesting vehicle in the country now almost as frequently as he does "in town."

NEW THEORY OF PELLAGRA.

Dr. L. W. Sambon, representing a committee of European pathologists of high repute, who have been studying pellagra, announced recently in London that this dread disease, instead of being caused by damaged corn (maize), is probably communicated to man by insects, very likely by flies; and that he himself and his assistants will go to some pellagrous area to study the disease in the light of this supposition.

Since the excitement over the disease in this country, now about died out, although the disease no doubt still continues, it has been observed that it is not confined in the old world to the corn area of Italy but is found in Spain, in the Asturias, in Gascony, Roumania and Corfu. It is common in Lower Egypt, where in certain villages Dr. Sandwich found as much as 36 per cent of the inhabitants to be affected. Dr. Lavinder found it still more common in Upper Egypt. Drs. Cuthbert Brown and G. C. Low have recognized it in Barbados, and other authors have mentioned its occurrence among the Zulus and Basutos of South Africa, while Dr. U. Ray observed several cases during a brief stay in North Behar, in India.

An exchange of views by the gentlemen who form the investigation committee referred to tended to the conclusion that the malady chiefly affects cultivators of the soil. A large number of pellagrous peasants end their days in lunatic asylums, while many more drag out a miserable existence in their native villages. The physical conditions discovered after death have been of such a character as to indicate a general tissue degeneration, more especially of the brain and nervous system. The tendency to melancholy, imbecility or mania, and the curiously mummified state of the body, are quite peculiar to the disease.

OHIO GRAIN DEALERS' INSURANCE.

The annual report of the Ohio Grain Dealers' Mutual Fire Insurance Company of Columbus shows receipts in 1909 of \$9,328.77 and disbursements of \$5,317.11, of which \$1,240.22 was in payment of the only loss of the company for the year, \$4,076.89 having been expended in expenses. There were on January 1, 1910, no liabilities, and the net assets were \$4,411.66. There were in force on December 31, 1909, 460 policies, aggregating \$849,400, being an average of \$1,850 each. The saving to the policy-holders, on board-rate basis, was for the year about \$24,500, the total cost of insurance for 1909 having been about 60c per \$100. The average percentage cost of insurance for the eight years of the company's life has been 37, including an accumulation of about \$7,000 available cash annually.

This is a "Mutual Insurance Association," not a company. Under its charter it is not permitted to accumulate any considerable amount of surplus, but the responsibility of the association for the payment of its losses is greater in proportion than that of any stock or mutual company. Every loss has been paid before due, and every member has paid his assessments.

Prof. P. G. Holden, the famous corn expert, is a candidate for the presidency of the Iowa State College at Ames, to succeed Dr. Storms, who will retire at the end of the academic year.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW ELEVATOR AT GODERICH.

Editor American Elevator and Grain Trade:—The contract for the concrete annex to the plant of the Goderich Elevator and Transit Co. at Goderich, Ontario, has been allotted to J. H. Tromanhauser of Minneapolis and Toronto. Work will be commenced just as quickly as the ice will permit of dredging operations and will be prosecuted with all possible despatch, so as to relieve the pressure on this port in the trans-shipment of domestic wheat to Ontario millers. The structure will be supported by iron and wooden piles driven to rock, the face of which will be carried on a heavy concrete dock running 200 feet east of the present structure. The annex will be of the square bin type, reinforced with steel bars of the Tromanhauser patent.

Yours truly, G. L. PARSONS.
Goderich, Ont.

ABOLISHMENT OF SCALEAGE DEDUCTIONS.

Editor American Elevator and Grain Trade:—Replying to your favor of the 1st instant: The tariffs filed with the Interstate Commerce Commission, and effective November 16th, 1908, provided for a scaleage deduction and was shown on the elevator receipts as issued when each car of grain was unloaded and was made when the grain was delivered; and this practice was continued until and including February 28, last when it was eliminated.

No scaleage is now deducted in any of the elevators at Baltimore on business received on and after March 1st. The elevator reserves the right, however, to return to such practice should the situation in future warrant such action, upon proper notification to the Baltimore Chamber of Commerce.

Yours truly, C. R. KENDIG,
Baltimore, Md. Superintendent.

GRADES AND RULES AT MOBILE.

Editor American Elevator and Grain Trade:—The Mobile Chamber of Commerce & Maritime Exchange & Shippers' Association has adopted the Uniform Grade Rules of the Grain Dealers' National Association as revised and adopted on October 6th, 7th and 8th, 1909.

We have further adopted the following rules regarding the inspection and classification of grain:

1.—Samples of grain for inspection must be submitted to the office by noon of the day after arrival. In case of a dispute, and the buyer will not submit the sample, the seller must do so by noon of the following day.

2.—The accepted decision as to grade will be the ruling of two out of three members of the Inspection and Classification Committee.

3.—In case of a demand for percentage of moisture in corn, the samples will be submitted to the Government machine for moisture test at the actual cost of such test to the parties at fault.

This action is effective from this date, Feby. 4th, 1910.

Yours very truly,
Mobile. BENJ. THURLEY, Secretary.

SCALEAGE AT BALTIMORE AND NEW ORLEANS

Editor American Elevator and Grain Trade: In last November the Illinois Grain Dealers' Association sent a committee to both of the above named markets, Baltimore and New Orleans, to protest against the practice at those markets of making deductions from weights of grain.

At Baltimore there was a "scaleage" on corn and oats of 60 lbs. on ears of 66,000 lbs. or under, and 156 lbs. on cars containing over 66,000 lbs. At New Orleans there was a deduction of 2 lbs. on the 1,000 lbs.; that is to say, a car of corn or oats which weighed 80,000 lbs. would be docked 160 lbs.

Official notice was posted at Baltimore February 8 by the Baltimore & Ohio and the Pennsylvania Railroads that on and after February 28th they will amend their interstate tariffs, eliminating "scaleage deductions" at their respective elevators in Baltimore, and that after that date no scaleage deductions will be made. The right is reserved by the railroads to return to the practice of making "scale-

age deductions" should the situation in the future warrant such action.

There seems to be no doubt but that the railroads intended, had there been no fight made on this practice by the trade associations, to inaugurate the same practice at other terminal markets. Too much credit cannot be given to the Baltimore Chamber of Commerce for the valiant contest which they put up against such iniquitous and unrighteous doings, on behalf of the grain shippers of the country.

As regards the deduction of 2 lbs. per thousand at New Orleans, I am advised that instructions have been issued to have the practice discontinued; but the date when same is to be effective has not as yet been fixed; but it will be within a very short time. Thus goes the very last of the dockage practices east of the Mississippi River. This shows what the influence of associations of grain dealers can accomplish by persistent effort to have the business of handling grain done in an honest, upright and equitable manner.

The committee from the Illinois Grain Dealers' Association was assisted by the members of both exchanges in their efforts and owes much to their assistance.

The country grain shippers can congratulate themselves that by their combined efforts they are gradually clearing the grain transactions of the numerous abuses and irregularities which in former times were thought necessary.

Yours truly,
S. W. STRONG, Secretary.

Pontiac, Ill.

[Sec'y Jas. B. Hessong of the Baltimore Chamber of Commerce, re the above matter, has forwarded the following:—]

The Baltimore Chamber of Commerce has great pleasure in announcing that, effective this date (March 1), the practice of making scaleage deductions on grain (in force since November 16, 1908, at this port under tariffs of the Pennsylvania and Baltimore and Ohio Railroads) is abolished by withdrawal on the part of the railroads,—under special permission of the Interstate Commerce Commission Nos. 12,489 and 12,490 of February 12, 1910.

This is the happy result of the long pending controversy before the Interstate Commerce Commission and of the persistent efforts of the Baltimore Chamber of Commerce, which, single handed, has contested the vexatious and injurious exaction of "scaleage."

Our circular dated November 24, 1908, marked the beginning of that controversy and this conveys our congratulations upon the result. The Baltimore Chamber of Commerce confidently believes that the figures and statistics collected by it demonstrate that, under normal conditions, and with elevators in which grain is accurately weighed in and out, under vigilant supervision,—as is the case at Baltimore,—abstraction or deduction from the actual amount of grain weighed in is necessary, whether taken openly, under the name of "scaleage," or not. The withdrawal of "scaleage" by the railroads, as announced, confirms this conviction.

The result, now accomplished, is of importance to all grain merchants everywhere.

SHRINKAGE OF WHEAT IN STORAGE.

A reader of the Nebraska Farmer at Carter, Neb., writes: "On July 4th and 5th we cut fifteen acres of wheat and stacked it on July 14th 15th and 16th. It had had but very little rain on it during the interval between harvesting and stacking, and was dry and nice when we put it into the stack. This wheat was threshed on September 18 and made 32 bushels per acre; the poorest of it tested from 62 to 64 pounds per bushel. We hauled it from the thrasher to a new elevator and had it stored. It has not been moved since that time. Now, what I wish to know is this: How much shrinkage may I expect on this wheat if I sell it now?"

While a good many experiment stations have made investigations to determine the per cent of shrinkage in weight of corn in storage, we have been unable to locate data on such experiments with wheat. In his book "The Cereals in America," Professor Hunt, an authority on grains, makes this statement concerning wheat: "Aside from the losses occasioned by insects and vermin, the loss of weight through storage is a negligible quantity." From our own experience, coupled with this testimony from one so well informed on grains, we feel safe in saying that wheat put in the bin in so dry

a condition as that described above would not shrink very much, if any, from mere loss of water through evaporation.—Nebraska Farmer.

P. F. McALLISTER.

During the year 1909 the Burrell Engineering and Construction Company of Chicago erected about forty grain elevators. These ranged in capacity from 5,000 bushels to 250,000 bushels each and were built on what might be termed the "Burrell Standard Type." This type varies to meet the especial conditions required at point of construction, but is standard as regards the form in which all the Burrell houses are built. This standard form has been found to be the safest in construction, the most economical in grain handling, and the most convenient they can construct. In the accompanying illustration is a likeness of P. F. McAllister in whose mind the designs for all these elevators had their origin.

Mr. McAllister is at his draughting board in the company's offices in the Stock Exchange Building. He has been with the company since 1902 and is its secretary and general manager. He was born in Elgin, Ill., in 1881, on May 19, to be exact, and



P. F. McALLISTER.

came to Chicago with his parents when nine years of age. After a course in the Chicago public schools he attended the Chicago Manual Training School and went from there directly to the draughting room of the Weller Manufacturing Company of Chicago, where he worked one year. He then associated himself with the Burrell Engineering and Construction Company, and has been with them ever since.

Personally, Mr. McAllister is known as a very genial gentleman and in the business of elevator designing and construction he gives his best thought to each house built, giving it an individuality all its own. As a result the Burrell Elevators are known as substantial, hundred-cents-on-the-dollar houses.

John Dower, supervisor of the St. Louis Merchants' Exchange Weighing Department, reports 1,561 cars arriving in that market in bad order in January.

At a bankruptcy sale recently in Southeastern Pennsylvania wheat in the ground brought \$10 per acre, and unsorted corn in the crib 73 cents a bushel; and yet they tell us farmers object to [other people] "gambling in grains."

The O. R. & N. Co. on March 21 will run an agricultural instruction train to reach all the principal towns of Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Wallowa and Baker Counties. This itinerary will cover the towns on the main line between Hood River and Baker City inclusive, with side trips to the towns on the Heppner, Condon, Shaniko and Joseph branches. The entire train and equipment are being arranged with the co-operation of the Oregon Agricultural College, which will send 12 members of the faculty, in addition to supplying practically all the exhibits. The exhibits will include livestock, poultry, dairy machinery, grains, grasses, seeds, fruit, fruit trees and agricultural and horticultural machinery and implements.

ASSOCIATIONS

The arbitration committee of the Texas Association will meet at Fort Worth on March 17. They have a heavy docket ready for their consideration.

Secretary J. Vining Taylor reports the following recent additions to the membership of the National Hay Association: Dennis & Pope, Baltimore, Md.; Crain & Co., Chattanooga, Tenn.; F. P. H. Akers and Sims-McKenzie Grain Co., Atlanta, Ga.; J. M. Brown, Columbus, Ohio; Watson & O'Brien, Dundee, N. Y.; Miller & Clark Grain Co., Fairmont, W. Va.; Stringfellow & Doty Co., Jacksonville, Fla.

The Texas Grain Dealers' Association by prompt action has prevented the establishment of "proportional grain rates into Fort Worth and other points in northern Texas, to be applicable to interstate shipments." In discussing the subject before taking action, says Sec'y Gibbs in a bulletin to his members, "It was the opinion of the executive committee that the rates as proposed should be opposed, for the reason that such change would be against the grain interests at many points in the state and that our association, being charged with the care of the grain interests for all parts of Texas, should oppose the establishment of the proportional rates as proposed. The result of our effort again demonstrates the power of our organization. While some few of our members undoubtedly favored the establishment of the proportional rates, our executive committee felt it a duty to oppose same, and feels that its work was for the best interests of the association as a whole."

J. Vining Taylor, secretary of the National Hay Association, reports the following names of new members who have joined since annual report was published: Akers F. P. H., dealer, 31 W. Alabama street, Atlanta, Ga.; Brown, J. M., sales agent "Eli Presses," Columbus, O.; Burrus & Gray Co., wholesale, 20 Craven street, New Berne, N. C.; Baird, J. T., commission, 1 & 2 Paragon Bldg., Asheville, N. C.; Crain & Co., wholesale, 118 W. 8th street, Chattanooga, Tenn.; Crozier, W. H., Grain Co., receivers and shippers, 139 N. 1st street, Nashville, Tenn.; Dennis & Pope, receivers and commission, Chamber of Commerce, Baltimore, Md.; Ft. Wayne Hay & Grain Co., shippers, Ft. Wayne, Ind.; Hutter, C. S., dealer, Lynchburg, Va.; Harroun Real Estate Co., wholesale, Board of Trade, St. Joseph, Mo.; Hankins Bros., shippers, Elsie, Mich.; Missouri Commission Co., commission, St. Louis, Mo.; Miller-Clark Grain Co., wholesale, Fairmont, W. Va.; Martin, J. D., shipper, Lafayette, Ind.; Potter, Frank E., dealer, Riverpoint, R. I.; Strayer, E. E., shipper, Bryan, Ohio; Stiteler, B. M., broker, 234 Market street, Johnstown, Pa.; Sims-McKenzie Grain Co., receivers and shippers, 298 Marietta street, Atlanta, Ga.; Stringfellow & Doty Co., brokers, 442 W. Bay street, Jacksonville, Fla.; Smith, Noah F., shipper, Kendallville, Ind.; Victor, W. A., shipper, Grand Chain, Ill.; Watson & O'Brien, shippers, Dundee, N. Y.

KANSAS CAR TAG.

The following is the text and general form of "Official Car Tag" for grain whose use is recommended by the Kansas Grain Dealers' Association, and copies published may be obtained through the secretary at Topeka:

OFFICIAL CAR TAG.

This car containsbushels oftesting..... pounds per bushel. Same has been weighed over.....scale.

Please weigh carefully at destination.

Examine carefully for leaks and report same to above address.

JOHN DOE,
Doeville, Kan.

Date

MIDDLE OHIO ASSOCIATION.

At the annual meeting (February) of the Middle Ohio Grain Dealers' Association, a local branch of the Ohio State Association, the following officers were elected:

Frank H. Tanner, of the Hicks Brown Milling Company of Mansfield, president (re-elected); H. W. Fish, secretary of the Ohio Millers' State Association,

secretary and treasurer (re-elected); and O. P. Lennox of Urbana, vice-president.

ASSOCIATION MEETINGS ANNOUNCED.

Illinois Grain Dealers' Association, Decatur, June 7-8.

National Hay Association, Cedar Point, Ohio, August 23-25.

NEW MEMBERS OF THE NATIONAL.

In enclosing to members the following list of recent new members, Sec'y J. F. Courcier says:

"Your attention is respectfully directed to the list of new members, a great many of whom are located in Southern markets. Nearly all of these new members were secured by personal solicitation and we therefore take special pride in commending them to the friendly consideration of those who have been longer identified with the Association."

"All these new members have come into the organization with a high sense of their responsibilities, and we hope and believe the older members will not permit themselves to be outdone in the promotion of reforms and general good fellowship."

The list is as follows:

Nashville, Tenn.—Bell-Duff Commission Co., Crozier Grain Co., W. H.; Gillette-Hardison Grain Co., Harsh Bros. & Co.

Birmingham, Ala.—Agee & Co., W. C.; Alabama Mill & Elevator Co., Birmingham Grain Co., Crosby, W. M.; Hill, W. C.; Wood & Crabbe Grain Co.



PREMISES OF THE FREEMAN-BAIN COMPANY AT ABERDEEN, S. D.

Columbus, Ga.—Columbus Grocery Co., Key & Co., J. B.

Knoxville, Tenn.—Smith & Co., J. Allen.

Montgomery, Ala.—Davis, W. A.; West-Stegall Grain & Milling Co.

Mobile, Ala.—Alabama Corn Mills Co., Cleveland Bros., Ibach, Chas. G.; Dixie Grain Co., Kimbraugh Co., E. H.; McAndrew, Hopper & Co.; Mertz & Co., G.; St. John & Co., Suttle, J. L.

Minneapolis, Minn.—Hallett & Carey Company.

Chattanooga, Tenn.—Crain & Co.

New Orleans, La.—Barr, R. J., export freight broker; Fox, C. B.; Gibbons, J. T.; Matthews & Sons, Geo. B.; Milam-Morgan Co., Ltd.; Nathan & Fettes, export freight brokers; Rodd, Chas. M.; Rogers & Co., M. A.; Schreiber & Bro., Henry B.

Pensacola, Fla.—Bonacker Bros., Consolidated Grocery Co., Gonzalez & Co., M. F.; Jennings' Naval Stores, Jones & Co., B.; Mayer, L.; Mellen & Co., F. S.; Welles-Kahn Co., The.

Jacksonville, Fla.—Baker & Holmes Co., Baker Company, A. S.; Bartleson Company, C. W.; Bours & Co., W. A.; Browder & Haym, Consolidated Grocery Company; Elmore & Co., Thos. J.; Ganahl & Saussy, Johnson Company, The W. B.; McLaurin Company, J. H.; Peninsular Naval Stores Company, Snyder & Bo., J. W.; Southgate Company, T. S.; Stringfellow & Doty Company, United Grocery Company, Van Deman & Lewis Company, Vincent & Gray, Wilson & Parker Company, Wright & Co., O. H.; Zaring & Co., C. W.

State College, Pa.—Meyer & Co., Geo. C.
St. Louis, Mo.—Powell & O'Rourke.

A Kalamazoo, Mich., report says, that according to the decision of Prof. L. R. Taft of Michigan Agricultural College, William Strong of this county has raised the most nearly perfect ear of corn ever grown, the ear scoring 97 points. The highest score previously recorded was that made at the Omaha corn show, two years ago, when an ear produced by a western farmer scored 94 points.

FREEMAN-BAIN CO.

The buildings of the Freeman-Bain Company of Aberdeen, S. D., are much more pretentious than are found at the "average country station." But then Aberdeen is not an "average" station, nor is this company an "average": its business is far more extensive than that.

The elevator is 30x50 feet on the ground and cribbed 34 feet high, and has a capacity of 40,000 bushels. It has a driveway on the south 10 feet wide by 50 feet long; and it has twenty-nine hopper-bottom bins and two elevator legs. It is equipped with the following machinery: One Sonander Automatic Scale with a capacity of 1,000 bushels per hour with a bagging attachment; one Little Victor Corn Sheller and Cleaner Combined, capacity 150 to 250 bushels per hour; one No. 66 New Process Grain Cleaner, with capacity of 250 to 1,000 bushels per hour, and one No. 8 Bowsher Feed Mill. The above machinery is propelled by a 50-horsepower electric motor.

The cement block horse barn and hay storage barn is 20x70 feet in size with 16-foot posts, which gives room for nine horses and 70 tons of baled hay. The brick warehouse is 30x80 feet on the ground with 18-foot posts and full basement. The full front

of this building is occupied by the offices and sales room which, we are informed, is the best in the northern part of the state for that kind of business.

The Freeman-Bain Company handle seed and feed grain, wire fencing, farm implements, vehicles, etc., and are accounted one of the leading firms in the northern part of South Dakota.

WISCONSIN GRAIN COMMISSION.

Gov. Davidson of Wisconsin on February 11 re-appointed the old members of the Wisconsin Grain Commission, as follows: H. A. Johnson of Superior, representing the state to New York, for the term of one year; J. A. Kernan of Minot, N. D., representing North Dakota, the two years, and W. H. Crumpton of Superior for three years. H. A. Johnson has been chairman of the Commission, W. H. Crumpton secretary and E. L. Cass treasurer, and no change has been made in this organization of the Commission.

The Colorado Agricultural College has begun a milo-maize campaign in eastern Colorado—in the counties of Adams, Arapahoe, Baca, Cheyenne, Elbert, El Paso, Kiowa, Kit Carson, Lincoln, Phillips, Washington and Yuma. Supt. Payne of the Akron Station states that milo will average twice as much grain an acre as corn in eastern Colorado. Supt. Lauck of the Eads Station declares that his experiments prove that milo answers more purposes than any grain he has fed, horses, cattle, hogs and poultry doing well on it, and that, as a dry land grain, it has no equal.

ILLINOIS CORN SHIPPERS COMPLAIN.

Illinois grain dealers to the number of fifty or more, representing all parts of the state, together with as many more representatives of Chicago receivers, private elevator operators and commission men, met with the Illinois Railroad and Warehouse Commission on February 24 to discuss the corn grading rules. The country shippers were especially dissatisfied with the maximum limit of 19 per cent of moisture in No. 3 corn, and with the inspection department's refusal to take any other qualities of the sample into consideration to make a sample No. 3 when it tested above 19 per cent of moisture.

The complaint was made and the hearing asked for by the Illinois Grain Dealers' Association; and when the hearing opened President Montelius made a brief statement, complaining that the effect of the inspection was to inordinately increase the discounts enacted on off-grade stuff by receivers at Chicago on grain shipped on to arrive contracts. The lines of the inspection, Mr. Montelius asserted, were too closely drawn; and he declared that the moisture testing apparatus is unreliable, giving differences of 1 per cent on tests of different portions of a single sample of grain. When such is the fact, some leeway should be allowed in the grading and less stress paid to the moisture contents of the sample.

THE FORMAL COMPLAINT.

Secretary Strong of the association then presented the formal complaint, as follows:

Gentlemen:—Your petitioners, a committee from the Illinois Grain Dealers' Association, beg to represent to your honorable body:

That there has arisen under the rules of the Inspection Department of the State of Illinois, brought about to some extent by market conditions generally, and also largely by the action of certain interests, conditions exceedingly inimical to the interests of the shippers and producers of Illinois.

Under an arbitrary application of the rules fixing the maximum moisture test for corn, we believe that more than 50 per cent of the entire corn crop of the state of Illinois has been reduced at least one grade.

Up to about January 1st last, discounts in the Chicago market on corn, grading under No. 3, were in the neighborhood of one cent per bushel. Since that time there has been a lack of active buying demand for cash grain to such an extent that there has developed a discount of from two cents to six cents per bushel for all corn grading under No. 3. Corn coming to this market and being graded by the Inspection Department No. 3 is immediately subjected by the buyer to the moisture test, without any regard whatever to the other qualities of the grain. It may be good, sound corn, dry, clean, of bright color, feel dry to the hand and have all the elements which are apparent to sight and feeling and smell, and yet will not be received until it is put to a severe moisture test; and if there is a per cent, a trace or an indication, of a moisture content greater than 19 per cent, it is immediately rejected, and subjected to such discount as can be exacted.

These discounts are increasing day by day. Up to this time they have been patiently borne by the country grain elevator operator, and he has protested and objected and insisted that the action of the Chicago market is unjust, unreasonable and without color of right, all without receiving any diminution of the discounts, but rather the opposite.

Your petitioners hereby appeal to your honorable body that such action is unwarranted. The moisture test is a new feature in the grain trade. The rule should not be used arbitrarily to the injury of one part of the trade for the benefit of another.

The country elevator operator has to this date assumed about all the loss which has accrued from the unreasonable discounts exacted in the Chicago market; but they cannot do it and will no longer. It would bankrupt every grain dealer in the state of Illinois. The country grain buyer must so grade grain bought from the producers that it will pass inspection in the market and he will buy it also at a profit. He must do so in order to continue his business.

Therefore, half of the corn crop raised by the farmers of Illinois will be subjected to a discount of from two to six cents per bushel; and I take it that the farmers of Illinois will not tamely and quietly submit to such unreasonable and extraordinary exactions.

Your petitioners, acting for the Illinois Grain Dealers' Association, representing, in fact, the entire grain trade of the country and really the producers of the state of Illinois, humbly ask that your honorable body will make such modifications, change or amendment to the rules of inspection as will make it impossible for buyers to so arbitrarily apply the rules for their own enrichment as to exact discounts which, everybody knows, are unreasonable and without warrant whatever.

Mr. Montelius then added to his former statement that the dealers did not wish the Commission to abolish the moisture tests, but to permit greater leniency in the inspection. This is being

done elsewhere; why not at Chicago? Citing numerous cases where the presence, according to the moisture test, of one-quarter of one per cent of moisture above 19 per cent had caused the grain to be discounted as much as $4\frac{1}{2}$ cents per bushel, he also contended, and by specific cases showed, that the moisture tester is not so accurate that it will verify its own finding on repeating a test with another portion of the same sample; yet since the moisture test system has been introduced the lines have been drawn closer and closer, and the receivers (the elevator men) have "put down the screws" the harder. In Indianapolis, Cincinnati and Peoria the discounts are much less— $2\frac{1}{2}$ ¢, against $4\frac{1}{2}$ ¢ to 5¢ at Chicago. He suggested that the Board of Trade take up the matter and appoint a committee to protect shippers by meeting daily at the close of the session and fix proper discounts.

Commissioner Eckhart said that the Railroad and Warehouse Commission has nothing to do with discounts. As to the question of the percentage of moisture in corn, that had already been threshed out, and the Department had adopted the Uniform Grade Rules. The question of discounts is one to take up with the Board of Trade, not with this Commission.

Mr. E. M. Wayne of Delavan said it had been referred to the Board of Trade, but nothing had been done. [Mr. F. M. Bunch of Ramsey & Company, a member of the Board's directory, later said this was an error, as the question had not been presented to that body, so far as he was aware, he being himself a director.] Mr. Wayne, speaking to the question directly at issue, said that corn carrying but 19.4 per cent of moisture should not be discounted the same as corn carrying 20.4 per cent.

Commissioner Eckhart again reminded the speakers that the Commission could not fix discounts but it could change the rules; and further discussion should be confined to that point.

H. H. Newell of the Rogers Grain Company, speaking to the question of the rules, said a moisture allowance of 16 per cent on No. 2 was a less important matter than a limit of 19 per cent on No. 3, the latter being the commercial grade. Ninety-nine per cent of the bids for corn are for No. 3 ["or better"]. He thought the limitation of 19 per cent on any moisture test should be repealed as "impracticable." Such a rule is too slow of operation and too stringent, as a test of 19.2 per cent of moisture would throw to 4 corn otherwise good enough for 3; the other qualities than moisture should be given weight. He advised that if the Commission should go back to the old method of inspection the moisture content of 3 corn should be put at 20 per cent and that of other grades proportionately lower. He attacked the moisture test as lacking in uniformity and subject to great variations; and held that unless the first test of a sample is adhered to the test becomes a failure and is a source of complaint because repeated tests of the same samples are not alike. He thought buyers on the Chicago market are opposed to the rule and that it should be repealed as soon as possible; for if corn misses the 3 grade it all has to go to the elevator, there being few other buyers on the market for the low grades. "We don't object to the discounts," he said, but to the rule that puts so much 3 into the 4 grade and reduces the value.

W. L. Shellabarger of Decatur attacked the moisture test proposition very sharply. It was "sprung on" the trade by the National Association. Where they got the percentages laid down in the rules he did not know. No moisture test record, he said, now exists that covers a length of time sufficient to enable anyone to say what percentage of moisture should or should not be allowed in any grade. He then cited his own experience with hundreds of cars of corn that had been tested at the Government laboratory at Decatur, that showed moisture contents in excess of 19 per cent that graded 3 in Southern markets. He maintained also that many analyses of the season's corn showed that it contained no more moisture than the corn of 1908. Furthermore, he wanted to be "shown" that

19 per cent of moisture is the maximum that can be safely allowed in merchantable corn.

Mr. Shellabarger described an experiment made by his company—the Shellabarger Elevator Company—to find the effect of moisture on the carrying quality of corn. Two cars were loaded on December 6, the corn as per test carrying when loaded 19.81 and 20.60 per cent of moisture respectively. Ten days later, in New Orleans, the tests showed the corn in the same cars to carry 20.30 and 20.10 per cent respectively. The two lots were special binned in New Orleans, with recording thermometers *in situ*, and on January 26 (41 days after loading) the corn in one spot only was heated; and yet climatic conditions in New Orleans are supposed to be the most unfavorable in the country for damp corn.

His firm further loaded five cars of corn to go to Baltimore, all containing in excess of 19 per cent of moisture; yet the grain was carried 62 days in Baltimore before it showed signs of deterioration. He contended, therefore, that that kind of corn was commercially good corn. He thought the corn of 1909 better than that of 1908. The corn of 1909 had a little more moisture, but otherwise it is a better corn, carries better and gives less trouble in handling.

Mr. Shellabarger in questioning the accuracy of the moisture test, contended that the sample tested is too small; it might contain a few very wet kernels that would vitiate the whole analyses. [Query: Might it work the other way also?] This is not a safe finality. He defied the Department to take a given sample, divide it into four parts, and get the same showing of moisture from all of the four samples. He said he had tried it and had obtained four different results, varying as much as 0.6 per cent.

He did not accuse the Department of unfairness, but he knew that the choicest kind of corn had been going out of Central Illinois last winter and it graded No. 4. He did not know what should be the maximum percentage of water in No. 3, but he did think the inspectors should be allowed to use their judgment as to the real quality of corn. Mr. Duval, at the Government's Decatur Laboratory, admits that the testing system is not yet perfect.

THE OTHER SIDE.

Frank M. Bunch of Rumsey & Company agreed that the discounts at Chicago are heavy; but they are due to the heavy early sales of 3 to arrive and the difficulty of delivering. Much corn is actually inspected No. 3, but next day when reinspection is called it frequently grades 4. Now if this corn, graded 3 at first, could have been delivered, there would have been no trouble; but as it is there is so much 4 dumped here the market can't absorb it all, except at a heavy discount.

Mr. Bunch did not have much faith in the accuracy of the moisture tester.

AGAIN THE COMPLAINT.

J. H. Simpson of Newark said the only remedy for the present difficulty is the elimination of the moisture test from the rule.

Mr. Harrison, Dwight, said there is no trouble to get a grading reduced; the trouble is to get it raised. He found in his own experience that it was easier to get corn graded 3 at the Cleveland Grain Company's elevator at Sheldon than at Chicago. We know what the rule is and we call the farmer's attention to the moisture content permitted, but when we get a 4 grade on corn that we test at home before shipment and find contains less than 19 per cent of moisture, we get into trouble with the farmer.

Mr. Gibbons of Dwight made substantially the same statement. [Mr. Gibbons labored under the impression that the inspector at Sheldon is a state official, but Chairman Berry reminded him that the Department has no inspector there.]

Mr. R. T. Cummins of Clifton advised the Commission to return to the "old rule."

Mr. M. A. Leach of Cornland said he would not ship to Chicago as long as the moisture test obtained here.

George W. Dunaway of Ottawa protested against the moisture test as the sole test of importance—

it should be secondary only and the other qualities of the grain should go into the scale and have greater weight.

Mr. Shellabarger said he had shipped 1800 cars of corn to Cincinnati, Memphis, New Orleans, Nashville, Louisville, St. Louis and Henderson, and Henderson is the only place where they paid any attention to the moisture test.

THE ELEVATOR SIDE.

Mr. Geo. W. Patten, of Bartlett, Patten & Company, said there are two sides to this question. He pointed out the fact that 17 per cent of moisture might be allowed in No. 2 corn for movement in a cold December; but for store he dried it to between 16 and even to 15 per cent. His superintendent wants now [cold weather] to move out some corn that carries but 15 per cent of moisture, fearing it will not carry to June 1 and come out of store sweet and sound. Personally, he had doubt of corn carrying but 16 and 15 per cent of moisture coming out of store in June sound. The discounts complained of are fearful, of course. But we elevator men are overloaded with off-grade corn. Our driers now are 800,000 bushels behind, and all elevator men have had to increase the discounts in order to stop the flood of off-grade corn to this market—would be glad to see it all shut off. The East will now [cold weather] take corn with but 18 per cent; but there is a tip-up limit somewhere, and experience has put it at 19 per cent. The discounts are fixed at about what it costs to condition the corn and at its value, water excluded; and with labor at \$5.00 a day and coal at \$2.00 a ton it cost money to dry corn. We have found 19 per cent of moisture the limit, except in freezing weather. If the weather had been warm in February this corn could not have been moved at all.

Now where did the moisture test originate? The exporters are responsible for it. They kept shipping abroad wet corn until the Government was asked to stop it; and in trying to find the cause for spoiled corn abroad that condition was traced to the moisture the grain carried.

The reason the discount is so heavy is that most men are afraid of the corn. The elevator men are not the only buyers. The Corn Products Company are heavy buyers; they can use it, but the elevator men can not.

To the Commission he said that "if you change the rule and raise the maximum of moisture allowed to 20 to 21 per cent you will smash the whole market." We elevator men have tried to carry the stuff; but in thirty-one years' experience I never saw a worse condition of things. You can theorize as much as you want to, but the moisture is in the corn and we have got to stop buying it now; we are thirty days ahead of the driers and if the weather should turn warm I know there will be an immense loss on the corn now on hand.

Mr. Chas. B. Pierce of the same firm said the corn situation is a parallel to the wheat situation of a year ago. The crop has been sold far ahead, and in quality and condition it has not turned out since harvest as well as was expected of it before harvest; the country has sold too much 3 and can deliver only 4.

Mr. W. N. Eckhardt referred briefly to the recent action of the trade on inspection, that led to the adoption of the Uniform Grade Rules and the difficulty the Chicago delegates had at St. Louis in 1908 in holding the moisture percentage as high as 19 per cent, when the Southern delegates demanded a maximum of about 16 to 17 per cent only beyond which they said it would be impossible to carry corn through the South. The immediate situation he attributed, not to the action of a rule, but to the fact that Illinois dealers, as early as October and November, had contracted to sell as 3 about 75 per cent of the entire crop raised for winter delivery; but now that the time has come to deliver they are not able to do it. It is not the rule but the condition of the grain and of the market that has made the present discounts. Another trouble is that shippers send their best corn to the markets South or to those making the smaller discounts, and the rest comes to Chicago.

The corn may have been good at harvest, Mr. Eckhardt said, but it was cribbed too early, so that some of the corn shipped directly from the field after being out through December and January is in better condition than that cribbed early in the fall. Another thing, free forward selling has forced a scramble for grain and the competition is making buyers less careful in taking corn on its real merits. There was no complaint of the January discounts, when the moderate quantity of off-grade corn could be absorbed here; but with receipts in February of 11,295,000 bushels (with four or five days still to be counted), it is evident the market is clogged with low-grade corn. The worse may be yet to come, and it might be a safe prediction that there will be some who will want the 3 grade again amended to let through the damaged corn that is sure to appear later. No market can stand such a loosening up.

In enlightenment of Mr. Shellabarger's ignorance as to where the moisture percentages in the Uniform Grade Rules came from, Mr. Eckhardt said they were developed by the tests of the Chicago Board of Trade Grain Committee and verified by the Chief Inspectors' National Association tests, which had established 19 per cent as the maximum of water safely permissible in 3 corn.

Mr. Shellabarger said the tests of the Chief Inspectors' Association were E. H. Culver's, and he really did not think much of them. He thought the 3 rule ought to permit some leeway and not operate arbitrarily on line stuff.

Mr. Edward Andrew said the moisture tests made by the Chicago Board of Trade's official sample (frequently mentioned in comparison with those of the Inspection Department) have nothing to do with the grade; and besides that the latter Department has used its judgment and discretion in making inspections, and has been lenient.

Mr. Cowen, Chief Inspector, said that from January 22 to February 22 there were inspected 7,800 cars of low grade corn. The receivers must have been pretty well satisfied with the results, as only 837 calls were made for reinspections. In these cases 74 cars were raised from 4 to 3 and 100 cars lowered from 3 to 4. Of the sample grade 249 were raised to 4, 12 lowered from 4 and 402 sustained. So it has not been harder to get the grade raised than to get it lowered, as Mr. Harrison charged. The trouble is, he said, the grain was frozen with the moisture in it and it had not dried out.

J. J. Stream of J. C. Shaffer & Company said this complaint of low grading is general; it is heard in other markets. Baltimore is in trouble, too. He had had the same trouble there with Illinois and Indiana corn that is complained of here; dealers everywhere are having trouble. He, too, said the market is being overloaded with low-grade corn and no one could tell what would happen to it in March. How would you then be able to keep sweet the corn with 20 per cent of moisture when you can't keep in condition now what has only 19 per cent? We have more corn on hand now than at any time in February for a decade.

Frank J. Delaney said he was willing to take the judgment of the country grain buyers as to the carrying quality of corn in preference to that of any city man. The man who puts his money into the corn, he thought, ought to be a fair judge of its value. He objected to any arbitrary limits of moisture content, and thought there should be flexibility to the rule. Moisture is not the only criterion of quality.

Commissioner Berry then said his colleagues and himself realized the importance of this question, and suggested that for a solution of it the Grain Dealers' Association should select a committee of seven to meet with the Grain Committee of the Board of Trade and agree, if possible, on a recommendation of policy to the Commissioner, who would then act as quickly as possible on the subject.

This was agreed to, and the hearing adjourned *sine die*.

President Montelius subsequently appointed the following committee to act in the manner suggested by Commissioner Berry: Messrs. B. P. Hill of Freeport, E. M. Wayne of Delavan, W. L. Shella-

barger of Decatur, Edwin Beggs of Ashland, Mr. Holmes of Spellman & Company of Lincoln, Secretary S. W. Strong of Pontiac and President Geo. D. Montelius of Piper City.

This committee met with the Grain Committee of the Board of Trade on Wednesday afternoon, March 2, and again went over the ground. The importance of maintaining the uniform rules was pointed out, because while in the past there has been great variation as to inspection, the markets are now all working toward uniformity by adopting these rules. Missouri (that is, the St. Louis, Kansas City and St. Joseph) markets began on February 15 to use them and on March 1 Baltimore began operating under them. E. H. Culver, president of the Grain Inspectors' Association, and E. L. Southworth of Toledo opposed any change in the inspection rules effective at this time. Reports were received from St. Louis and Omaha protesting against the change and emphasizing the necessity of maintaining present standards. Culver said that nearly all the principal exchanges had adopted the uniform grading rules, Baltimore and Omaha having adopted them within the previous week with the exception of a few minor changes in regard to wheat containing garlic. Milwaukee, also, where at one time, they would listen to nothing on this subject, has appointed or will appoint, a committee to study the Uniform Rules.

The conference lasted all afternoon and into the night; but an agreement could not be reached. Sec'y Strong at last offered a resolution expressing it as the sense of the conference that the Railroad and Warehouse Commission should authorize the inspection department not to use the moisture test solely for determining the grade of corn, and that a grade once established be not changed by any moisture test made subsequently to the original inspection.

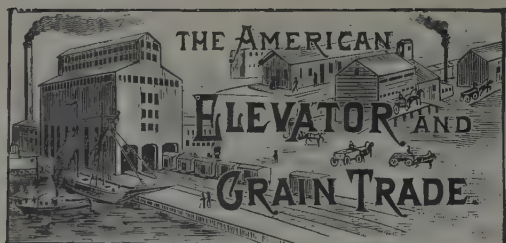
This resolution the Grain Committee of the Board refused to vote upon, having no authority to do so; and it was in the end ordered that both committees, parties to the conference, should each submit a report to the Commission.

EMPLOYERS' LIABILITY.

All the cases agree, the Supreme Court of Missouri says, in *Coin vs. John H. Talge Lounge Co.*, that the master is not bound to use the newest and best appliances. He performs his duty when he furnishes those of ordinary character and of reasonable safety, and the former is the test of the latter; for, in regard to the style of the implement or nature of the mode of performance of any work, "reasonably safe" means safe according to the usages and habits and ordinary risks of the business. Absolute safety is unattainable, and employers are not insurers. They are liable for consequences not of danger but of negligence, and the unbending test of negligence in methods, machinery and appliances is the ordinary usage of the business. No man is held by the law to a higher degree of skill than a fair average of his profession or trade, and the standard of due care is the conduct of the average prudent man. The test of negligence in employers is the same, and, however strongly they may be convinced that there is a better or less dangerous way, no jury can be permitted to say that the usual and ordinary way commonly adopted by those in the same business is a negligent way for which liability shall be imposed.

New Orleans in February exported 32,504.30 bushels of wheat and 681,107.08 bushels of corn, a decrease of 73,738.30 bushels of wheat and 206,464.16 bushels of corn, compared with February, 1909.

Chief Inspector Nunn's report for 1909 showed that the number of cars of wheat inspected at Kansas City, Mo., was 21,215; corn, 7,193; oats, 2,116; barley, 492; rye, 76; hay, 15,220, or a total of 46,312. The number of cars of grain inspected and loaded out of elevators was 20,190. Reinspection was called for on less than 5 per cent of the cars, and the majority of these reinspections were called for at the time of crop movement.



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CHICAGO, MARCH 15, 1910.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

THE FIRE TAX.

We do not believe the grain trade is to be particularly singled out for censure in connection with comment on the tremendous fire tax paid annually by the people of this country. The heavy losses to owners and underwriters by terminal elevator fires in recent years has about removed forever the old type of wooden elevator firetrap; and the survey of risks inaugurated by the mutual companies has measurably changed the physical character of country elevator risks; while the work of the dealers' associations has done wonders in improving the "moral risk" involved in carrying that class of houses. Nevertheless it is a matter of concern to all, that the fire tax in this country, as reported by the Geological Survey, is considerably more than a million dollars a day. Indeed, says a Survey bulletin, "investigation has disclosed the fact that the total cost of fires in the United States in 1907, excluding that of forest fires and the marine losses but including excess cost of fire protection due to bad construction and excess premiums over insurance paid, amounted to over \$456,485,000, a tax on the people exceeding the total value of the gold, silver, copper, and petroleum produced in the United States in that year."

This loss is about eight times as great as the same loss in any country of Europe; and is largely due to the flimsy character of our buildings, as comparison of the total cost of fires, which includes the items already stated, shows that if buildings in the United States were as nearly fireproof as those in Europe the annual fire cost would be \$90,000,000 instead of \$456,000,000.

This tax (which is reflected upon all of us by the increased cost of building and building ma-

terials), if persisted in, will bring bankruptcy to our people one day, in spite of our great resources, as it would have ruined Europe long ago if it had been permitted there as it is among us.

OBJECTIONS TO THE MOISTURE TEST.

It is not surprising that the first objections made to the "moisture test" as a universal criterion in the grading of corn came from the country shippers; for they were up against ruinous discounts on the current crop after January. They have been in the position of the man who caught the bear and could not let go; and to say, "It's hell!" is to put it mildly. Nevertheless it is not likely the moisture content in No. 3 corn will be enlarged by the Illinois Commissioners beyond 19%; and if it were, it would probably be no more satisfactory in a similar season than 19% is now; the same argument that applies to the unfairness of calling corn testing 18.99% moisture No. 3 and that testing 19.01% No. 4 can be applied at any point where the tip-up may be put—the line must be drawn somewhere, and wherever it is drawn it will have a "near" side and an "off" side; and the tendency of the country buyer is always, where competition or other conditions require, to crowd to the "off" side.

The tip-up of 19% is not an arbitrary one; it was based mainly on the records of the Chicago Board of Trade Grain Committee, covering a number of years' study of this question of the influence of moisture on the carrying quality of grain through a series of seasons; for a grading rule must formulate the necessities of a succession of years and meet the conditions of every year; and it is noteworthy that after many years of agitation nearly all the great markets of this country have now accepted this maximum and assented to that uniformity of phraseology of the grading rules which the trade has long desired. To overturn it now, after a test covering but a few weeks of an abnormal season, would reverse years of hard work, and as certainly force the trade into the experiment of Federal grain inspection as that night follows day.

The moisture tester, as it is now constituted and operated, may not be above criticism; but it is after all a pretty fair substitute for the test of the inspector's bare hand. And there is no getting away from the moisture test in one form or another, for one may cite any number of instances where corn seems to defy all the accepted laws of deterioration because of its moisture, and yet that deterioration will come as the result of moisture in spite of all theories to the contrary. It is an accepted law of the dissolution of animal and vegetable matter that moisture is more destructive than heat or cold; indeed, decay would probably not come at all but for the moisture.

SEED CORN.

The quality of seed corn in most if not all parts of the corn belt is this year about as uncertain, not to say positively bad, as it has been at any time in recent years. All of the corn experts agree to that; and unite to urge upon everyone coming into contact with the farmers to press home that fact. The coming fortnight, then, is the critical time. If the quality of seed

the farmers now have on hand for planting is not positively known there may be still time to find it out and to replace the bad with good; but by April 15 the opportunity may be gone.

Much, therefore, depends on the grain man now; he, if anyone, can wake up the sluggards and disabuse the self-confident ones—those who "always have good seed" and know it, whether they or anyone for them tests it or not. The average of negligence is quite as high among farmers as among other people; and like other men, the majority of them need a punching up often to do their whole duty even to themselves. So the grain man need not fear going far amiss, telling all his people to look to the quality of their seed corn.

SPECULATION.

It is a thankless, if not a useless, task to try to convince a man who does not want to be convinced, that speculation *per se* is a wholesome, necessary and beneficial influence on commerce and trade—that without it the volume of trade would be measurably reduced and commerce checked. It takes much hard study to so master the fundamentals of economic science that one may unmask before the rabble the sophisms of statesmen who, if not consciously demagogic, are at least the proponents of "popular" theories they have arrived at without sufficient thought or from erroneous premises. To say that, "Speculation by competent men is the self-adjustment of society to the probable," as does a decision of the Supreme Court of the United States, is to state an aphorism that few men of the type of Reps. Scott or Burleson are able to comprehend; because it could be made only by a writer who has profoundly studied political science, not from the point of view of a Kansas or Texas barnyard, but from that of the citizen of the world, to whom the economic laws behind the experience of mankind with price-making through many generations is as definite a thing as the alphabet. How, as Prof. E. R. A. Seligman says, "speculation tends to equalize demand and supply," is something that the "man in the street" does not really comprehend, although he may sometimes assent to the familiar axiom that "demand and supply make prices"—or used to do so before "Jim" Patten entered the wheat pit. The man who never has a bushel of grain to sell (or who thinks, like the Hon. Senator McCumber, that he ought necessarily to be paid for that bushel at the rate that the senate restaurant charges per slice for the white bread he serves with the Senator's luncheon) is hardly likely to recognize economic truth in Alphonse Courtois' axiom that, "The exchanges lessen the errors of human folly," because his own personal experience has not brought him into contact with the world-wide influences that in the last analysis fix the real price of a bushel of wheat. The difficulty in fighting anti-futures legislation is, then, not so much to demonstrate to a man disposed and able to think intelligently, that "the evils speculation prevents are much greater than those it causes" (Paul Leroy-Beaulieu), as it is to impress the inert mind of Congress with the fact that there may be economic truths that are beyond some men's horizons or which their own mental training has not quite fitted them to understand in a practical way. And yet economic principles, not

anger, should be the basis of all legislation intended to affect or alter commercial laws.

PUBLISHING THE CROP REPORT.

The publication of the Government crop report at 1 o'clock central time was about as untimely as it was possible to make it. The hour should be advanced to enable the trade to digest the report before the close of the session, or it should be delayed until after the close. As it is, Sec'y Wilson seems either not to understand the effect his pet report may have on business or he is studiously trying to ignore the trade. The latter supposition seems the more probable because at the 1909 meeting (October) of the National Association the Secretary was asked by resolution to change the hour of publication for reasons that are obvious enough to any one familiar with the trade and its sensitiveness to official reports of this nature. The Secretary may think he is simply worrying the "bulls and bears"; but he is in fact causing more annoyance to the country than to the men on 'change by this stubborn resistance to the trade's representations. All will be forgiven, however, if the announcement that the April report will be published at noon, Washington time, is the beginning of a permanent change of the hour of publication.

SCALEAGE PASSING.

It certainly was a surprising thing that the Chicago Grain Shippers' Club, at this late date, should have conceived it possible to arbitrarily put into effect, by its own *ipse dixit*, a rule that after March 1 they would buy grain only on the condition that they should be allowed to deduct for dockage one pound per thousand of the net weight of the carload. Dockage in its origin was (as is wherever it exists) an attempt (successful so long as it existed in any market) to make the seller of grain suffer in advance any loss by shrinkage the buyer might sustain after he came into possession of the grain and before he sold it.

Grain does shrink when in storage in public elevators for various obvious reasons; but it does not appear that the owner is therefore entitled of right to take that shrinkage out of the seller. It is part of the costs of forwarding and must eventually be paid by the consumer. The handler puts the loss (and in all public elevators where grain remains for any length of time it is often a very large item of expense) upon the grain and makes his price accordingly, else his continuance in business would be but a question of the size of his capital.

That grain in transit through the elevators, with only nominal storage periods, does not shrink a great deal is shown by the cancellation, after several months' trial, of a scaleage tariff at the Baltimore public elevators, where the scaleage was noted as a specific sum from the net quantity recorded as received but deducted when the grain was delivered out of the elevator. Experience having demonstrated that the specific scaleage named in the tariff was too large, it was abolished. The Baltimore houses are custodians only and exacted scaleage only to cover the natural shrinkage of grain which they carried in store but did not own. It was not an unfair tariff—the owner of the grain should stand the shrinkage; but time demonstrated that

scaleage was not necessary for the protection of the custodian.

The Chicago Shippers' Club is in much the same position, except that they are owners not custodians; and the scaleage they asked was too large, based on Baltimore experience, if they had been custodians; it was unfair because owners should stand all losses on their own property; and in no other business are owners allowed to exact in advance recoupment for such losses by forced contributions from parties from whom they buy goods of any sort.

OUR AGRICULTURAL RIVALS.

Mr. Julian Kuné, in an interesting article on another page, has pointed out the significance of the fact that in 1909 the wheat crop of Russia, for the first time in history, exceeded that of the United States. This great crop is not the result of mere chance; it is the sign of a tendency. Russia, in spite of the vileness of her ruling class and their incomparably wicked selfishness, is lifting herself up socially and industrially—the Japanese war was, in a way, like a veritable crusade. It means an awakening, if not a reawakening as the Crusades meant to western Europe.

Similarly, industrially speaking, European, especially English, investments in the Argentine, probably totaling now in all forms 1,500 millions of dollars, mean much more to our agriculturists, producers of grain and meat, than many of them are at this moment able to realize.

Both Russia and the Argentine, commercially speaking are new countries; but they suffer from few of the inconveniences that America did when a "new country"—their commerce is carried in steamships where ours was carried in sailers; they enjoy, or may enjoy, all the advantages of modern machinery and methods of every description, putting them, with their virgin lands, on a commercial equality with us who must needs farm older lands at a higher cost; and as a successful exporting nation must always be one able to profitably make prices just a little lower than its rivals, we can all see that the day is coming when as exporters of cereals and meats and their products we shall no longer—do not now—"command the market."

This is not necessarily a "fly in the ointment" of our own prosperity; but it does point to a change of commercial conditions which it becomes the American's duty to take note of.

GOVERNMENT OWNERSHIP.

There is that which sounds like misnomer in the Grain Growers' Association movement looking to "government ownership" of country grain elevators in Manitoba and of the head-of-the-lakes elevators in Ontario:—what the Grain Growers really want is not "government ownership" but Grain Growers' ownership at government expense of purchase and operation. The bill drawn by the government provides for ownership and operation under the direction of a commission appointed by and responsible to the government; but the Growers' representatives will under no circumstances concede this; they insist that the commission of operation shall be appointed by them, that it shall be responsible to them and to them only, and that

its members shall not be removable by the government except on conviction of malfeasance in office; in short, the Growers insist that their control shall be paramount to that of the government in all respects save that the government shall "hold the bag" and that no liability shall rest on the Growers. In other words, the government, according to the Growers, shall be held responsible for something it would be powerless to prevent and delegate its power of control to a body which would be legally responsible for nothing. It is difficult to conceive of a more preposterous proposition, and the government has refused to entertain it.

And yet it is one entirely consistent with the social philosophy of the Manitoba farmers—with the philosophy of all Socialists; for where Socialism begins individual responsibility must necessarily end, or there is no Socialism.

The situation in Canada is aggravated at this moment, however, by the lessees of certain railway elevators, which should be public houses but are controlled by private buyers of grain, who, as Montreal exporters complain, are trying to drive them out of the trade. The exporters, therefore, declare that if they cannot be treated fairly in the competition for export orders and in the matter of deliveries of purchases, which are skinned down by the mixing process to the very lowest dregs of the grade, they will join the Grain Growers in their appeal to the Dominion government to take over the control of all terminals, which should be used for storage purposes only.

GOODMAN'S PRICE THEORY.

P. S. Goodman's paper before the Kansas Association in March, on "Laws and Influences Affecting Grain Prices," attracted much attention all over the country, and was appreciatively reprinted in a number of important papers. One phase of his argument, however, we are inclined to think, is fallacious, to-wit, that the increasing value of the lands in this country will necessarily increase permanently the cost of grain production, and therefore the normal selling price of (say) wheat,—that even today the Kansas farmer's profit, growing dollar wheat on higher priced land is no greater than it was growing 65-cent wheat in 1876 and 1877 on cheaper lands. As a writer in the "American Miller" puts it,—

This can only be true should American farmers be protected by law from and the consumer deprived by law of the benefits of the competition of the world's grain. It is not the high-priced lands of Kansas that set the [normal, or natural] prices of wheat and corn for the world, but the low-priced lands of Canada, the Argentine, Australia, etc.; just as for fifty years after the repeal of the English corn laws the low-priced lands of the American West made the price of wheat in Liverpool. Nor did that fact itself destroy wheat growing in the United Kingdom. Farm rents and general industry also were there readjusted; but the farmer's occupation, even on very high-priced lands, was by no means destroyed or seriously impaired in its essential usefulness; but the intellectual level of the farmer was lifted [and his productive capacity increased].

If we mean to assume that the American fiscal policy as to farm products shall for the indefinite future follow the theory of the English [or modern German] corn laws, then we may assuredly assume that high prices will continue indefinitely, for obvious reasons; but if we shall adopt the present English fiscal policy as to food supplies, this country will enjoy or suffer from just such prices as the remaining virgin lands of the world and the skill of the educated farmers of our own country, in full competition with them, shall be able to make and still obtain those good things of the world to which their labor entitles them.

EDITORIAL MENTION

The Kansas car tag is not copyrighted and is just as good to use in other states as in Kansas.

It is an old commercial saw that goods well bought are half sold. Does this apply to corn also, this season?

Don't "monkey" with bills of lading in any way: the fine for such tampering is very heavy and the Commerce Commission is singularly impersonal in such matters.

Southern receivers are complaining that East St. Louis grain inspection is not as free from suspicion as Caesar's wife, and there has been some talk of formal complaint.

Walter Fitch will get himself in bad conceit with Senator McCumber by saying that "unless Congress wants the country to go hungry it will have to take that duty off Canadian wheat," true as it may be.

The "reinspection rules" at Omaha, Kansas City and Minneapolis are as obsolete as the Kansas City 100-lb. dockage privilege; and they should go. Get busy, Exchanges, and get in line with the most progressive markets.

Toledo also has followed the wise lead of Chicago, and established a "cash call market"—one of the fairest and most beneficent pieces of machinery invented by the grain trade since track-bidding became an established practice.

The movement to force the margin rule on cash transactions in deferred deliveries had another boost at Kansas City on March 8, when representatives of the trade in the South and Southwest met in conference to consider the question.

Unlike its immediate neighbor, Manitoba, Saskatchewan, through its ministry, proposes to study the effect of the "government ownership" of grain elevators, as demanded by its grain growers, before it commits itself to any policy; and an order in council has been issued appointing a commission to investigate.

Time to get up your lightning rods—not because it's election year, but because the thunder storm is on the road; and Sec'y McCotter of the Grain Dealers' Fire Insurance Co. says that lightning has been responsible for 28% of the losses paid by that excellent company in the past seven years, as against 19.2% caused by locomotive sparks, and only 10.4% by "unknown."

The farmers' elevator companies are probably not going into Iowa politics, as the newspapers declare; but the men who are exploiting them are. Dunn is an open candidate for governor on the Democratic or the "Roosevelt" ticket, he doesn't care which; and J. H. Brown, a Rockwell co-operator, is a candidate for railroad commissioner. This leaves Messerole unaccounted for thus far, with several non-resident orators, all by their lonesome on the

outside, chafing at the restraining bonds of bailiwicks like Chicago and Minneapolis.

Grain-laden cars would leak less frequently if they were properly lined before loading. Considering how cheap and how effective is a prepared paper or cheesecloth lining, one sometimes wonders how a shipper who does not line a car can have the nerve to put in a claim for a leak loss.

If you haven't had your fill of experience with the 1909 corn crop up to now, there is still time to break into the "most fashionable circles" by trying your hand with it during the coming weeks, until the crop is all in or the germinating season is ended; and you need not complain of its being dull, you bet.

The tendency toward exchange acceptance of the Uniform Grade Rules in all essential particulars is now so great, that nothing but a part of the trade's own efforts to change the rules to fit a single crop, and require a change with every new crop that comes on, can now prevent their universal adoption in this country.

Iowa grain dealers have been urging the Railroad Commission of that state to make an order putting corn in winter on the list of perishable freights. During the past few months they have suffered for lack of cars and delays, and the strain has been a costly one. A workable demurrage law like that of Minnesota just pronounced valid by the courts might be even more efficient.

The usual deluge of tons of queer seeds has been sent out from Washington, which have been received by beneficiaries of this forced charity without enthusiasm. And while the Government was using its mail service for this absurdly wasteful and improper purpose, the postoffice department deficit continued to pile up, simply because the "free list" is out of all proportion to the paying business.

It is most pleasing of course to country shippers everywhere to know that consignees—track buyers—appreciate the way they have stood up this season to the rack and filled their corn contracts in the letter and the spirit. *Per contra* it would no doubt be equally pleasing to those same delighted consignees to know that those same shippers were equally satisfied with the treatment they received in matters of discounts. It is with some regret that we are compelled to take notice that all is not so melodious in the country as in town—the corn somehow seemed to get wetter and wetter as it proceeded toward the happy consignee.

Commerce Commissioner Cockrell, in a recent letter to the Atchison Board of Trade in reference to the matter of "natural shrinkage" deductions, says the Commission is not prepared either to sanction or to condemn a carrier's rule deducting it; but he does say that such a rule has no place in the tariff rates. In other words, the carriers cannot legalize such a deduction simply by putting a rule to that effect in their published tariffs; if the carrier makes the deduction and the subtraction is resisted by the claimant, the carrier must defend its action on

its merits, not because it has elected to arbitrarily make such a rule and unlawfully injects it into its tariff.

Louisville, Ky., has put in a bid for the National Corn Show, the value of which for municipal advertising purposes is considered very large—"well worth the price of admission." The holding of the show in Louisville would doubtless stimulate corn growing in the South, as the South would be more susceptible to its influence radiating from a town near home like Louisville than from one further north.

Alfalfa meal, mixed with good wheat flour, like good cotton seed meal similarly improved, may make "good biscuits" and so astonish the sensation-mungering reporter; but the National Alfalfa Millers' Ass'n is wise in repudiating all claims set up for alfalfa meal as a food for humans. So long as he can find a demand, as he does now, for all the meal that can be made to feed to cattle, hogs and poultry, the alfalfa miller's mission is accomplished.

The Nye-Schneider-Fowler Grain Co. set an excellent example recently to grain men generally by distributing through its offices and ninety elevators in Nebraska over 3,000 circulars describing seed testers and method of operation; and in addition it posted in all its houses conspicuous cards of the same character. Publicity is a remedy for many things and is even coming to be a valued substitute for some things that have been thought to be curable only by personal initiative and application.

The president of the Boston Chamber of Commerce no doubt voiced the sentiments of many Eastern men when he said recently that—

It is because of this lack of disposition to do their own housecleaning that hostile public sentiment has to a very great extent been aroused, until many have come to believe that the only cure for accompanying evils is total prohibition of trading in "futures."

Grain and flour men in Boston generally think as Mr. R. does; they "don't speculate"—they handle grain and flour "for consumption only" and price fluctuations are not always convenient; as yet, however, not even Boston has ventured a suggestion looking to a housecleaning that has not contemplated burning the premises.

Zahm & Co. would remind congressmen that market letters are not distributed indiscriminately, but that they go out—from the best houses, at least—only to those who are entitled to receive them—shippers, millers and others properly interested in one way or another in grain. One thing it is difficult for the average congressman and the average newspaper reporter and the 5-15c magazine writers to understand, and that is that the Chicago Board of Trade is not a retail shop. Its members haven't time or disposition to deal in retail lots, and the rules don't permit it; but because the bucket shops, which do flood the country with "market letters," take bets for a five and up, the muck-rakers can't tell the difference and tie both in the same bunch. The most remarkable characteristic, in fact, of the majority of modern newspapers and of most congressmen is the

density of their ignorance of the commonest facts of the world's commercial machinery.

The farmer's part in the responsibility for high prices is probably two-fold; he doesn't produce as much as he might by better methods of agriculture (somewhat dependent on his ability to procure help) and his disposition in many quarters to follow the economic lead of a few quasi-economists whose vociferation is usually in inverse proportion to their competency to instruct any one. The man who believes that any one can add to his own or the world's prosperity by diminishing production in order to obtain profit through scarcity is leaning on a broken reed; and yet that is the fundamental thought behind the most conspicuous of all the farmers' business organizations of the day.

The tariff convention recently completed between Germany and Canada, which gives to Canada the "most favored nation clause" for all cereals but rye, will be of great benefit to Canada, and is likely to rob the United States of one of our old and desirable customers. Heretofore Canadian agricultural products were penalized by the surtax to a prohibitive extent, resulting in shutting them out of this large continental market. With its removal, Canada is now in position to compete on equal terms with the United States, Australian, Argentine, Indian and Russian exporters of grain, and it opens to her farmers a new market for grain to the full extent that is possible in a country whose farmers are still excessively protected in all directions.

The county attorney at Pierce, Neb., has won the first round in the discrimination fight against the Nye-Schneider-Fowler Co. The defendants, it is remembered, are charged with trying to destroy a competitor at Hadra by paying more for grain than they could afford to pay, in order to drive him out of business. In their demurrer, the defendants held that even if the fact were true, that they did pay too high prices for grain as compared with what their competitor could afford to pay at Hadra, that fact did not of itself show an intent to injure or destroy the business of their competitor; there might be very good other reasons for their action in that regard; but the court overruled the demurrer and ordered the defendants to answer the bill of complaint on its merits.

The "more and better oats" movement, more conspicuously forced into the foreground in Iowa and the West by Mr. Wells of the Western Association, is quite timely in view of the serious consideration now given by some Western farmers to the query, "Shall we discard oats?" The number of farmers who are trying to make themselves believe that "oats don't pay" is surprisingly large, especially in the wheat country beyond the Missouri, and this in spite of the value of oats in the scientific rotation of crops. Oats have been unprofitable to many but that is not so much the fault of the oats as of the farmer, as very little attention has been paid to the crop. If the work of the Western Association accomplishes its purpose it is certain the crop may be placed on a profitable basis from a standpoint of yield of grain as well as from the

standpoint of a rotation crop. A little more attention to variety, to preparation of the seed and the seedbed, and to the method of planting will result in yields that will look a good deal better and that will pay a higher rent on the land.

The decision of the U. S. Circuit Court at Kansas City in the "elevation allowance" case will be a disappointment to those who think they see in this item of railway tariffs a means of granting to private elevators a rebate from the rate that must operate as a discrimination, however slight, against the grain handler who is not an elevator operator. At whatever figure the "allowance" is put, it is likely, with the improved handling machinery at its command, to yield the operating elevator a profit which can be used in the competition of track bidding for grain in open markets to the disadvantage of the handler who owns no house. As the allowance must be uniform everywhere, the profit is likely to be small, of course, to many; but it will be there and be large or small by comparison with the business of individuals, and so will necessarily give the larger business the greater opportunity.

The grain inspection department of Minnesota has made arrangements to give object lessons in practical grain grading at Minneapolis on March 16-19 during a farmers' meeting to be held in that city. Inspector Eva will be there with his apparatus and his inspectors to demonstrate his methods in the Municipal Auditorium; and any farmer who cares to can then see just why his grain grades as it does. The idea can be heartily commended. Grain dealers also might find it worth while. The Minnesota department did a great thing by admitting to its managerial work a North Dakota "honorary member," so to say, who has had his eyes opened to the kind of stuff some Dakota farmers ship, and he has issued repeated warnings to them that they are literally robbing themselves by such course and paying for the privilege. This demonstration is a step farther—it will bring the facts to the eye of the shipper himself, if he really cares to learn the truth and profit by it.

Times have changed. In 1898 the West was ready to enthrone Joe Leiter as the savior of his country. A grain gambler, if there ever was one (until he was forced by Phil. Armour to become a grain merchant much against his will and because he was compelled by the rules of the Board of Trade to accept and pay for grain he had bought and "get rid of the corpse" or be declared a bankrupt on defaulted contracts), he had broken the spell of 60-cent wheat and low prices; and so started the great "prosperity" that following Mr. McKinley's inauguration and the Spanish war. And it is well remembered that when he went broke a year later, all Kansas stood ready to pass the hat to recoup him for his losses. Joe was their friend. He had liberated them. Joe was the prince of all bulls—famous the world over as a benefactor of the farmer and the people by lifting wheat out of a rut. Ten years later comes "Patten," a grain merchant who "puts" wheat at the modest price of \$1.35 when the cash stuff was selling by sample at \$1.50, and all the world reviles him

as a "gambler" and an enemy to the state and to the people, because he forced "high prices" on the poor; and foreigners among whom he visits try to mob him and drive him out of their country with hoots and execrations. How true it is, the fickleness of man. How true, as Channing somewhere says, that "Multitudes never blush" for their inconsistencies.

The new Demurrage Code is another of the iniquities of commission law-making, which is always more or less *ex parte* in character. This Code, designed to meet the exigencies of all shippers, is, in fact, suited to the conditions surrounding but a portion of them, the grain trade, whose requirements of free time are paramount to those of nearly all other shippers but were practically ignored in its making, as the same class of shippers were ignored when the uniform bill of lading was drafted and promulgated by the Commerce Commission. Fortunately an injunction has delayed for the time being the promulgation of the Code by all lines doing an interstate business through Chicago, and the courts may perhaps give permanent relief in the premises; but elsewhere the carriers are getting ready to incorporate the Code in their tariffs, thus making the mischief of this commission blunder as vexatious as possible.

The effect of the pure seed laws is beginning to be seen in the remarkable improvement in the quality of all grass seeds now sold in the open market. The condition reported in Dept. of Agr. Circular 31 found by the seed inspection of 1909 is a truly encouraging one. Not only has the law benefited the good farmer by eliminating some of his worry about the quality of his seed but it must eventually, by slow degrees, perhaps, purify the pasture lots and make their products more valuable. The publicity given to sellers of sophisticated seed has been a great stimulus to seedmen's honesty; but the law ought to lay some of its burdens on the farmer also; he grows the seed and is the original seller. He may not have all the seedsman's facilities for purifying his seed, but he can have the simpler devices; and in fairness to other handlers he, too, should be burdened with some of the duties to the public.

The statement by some of the Iowa papers, that Prof. P. G. Holden believes the pulpit as well as the press should urge the farmer to look to his seed corn—"whatsoever a man soweth that shall he also reap,"—reminds one that there is, or not long ago was, in a McLean County village, an Illinois Methodist minister who put that doctrine to a practical test with singularly happy results. His services were well attended—remarkably so for a "country charge"; and the week-day meetings were always accompanied by practical instruction in or discussions of agricultural methods. One can appreciate how a reverent man could thus mix the religious and the secular; for surely no occupation so naturally lends itself to thought of the God of nature as that of the farmer. At any rate, this Illinois preacher believes that religion and agriculture are boon companions; and he made many others think so, too, with profit to both their religion and their agriculture. Would there were more like him.

TRADE NOTES

One way to prevent leakage of grain in transit is to load grain in sound or newly coopered cars. Fred W. Kennedy of Shelbyville, Ind., can tell you another. Write him.

The 1910 model of the National Automatic Scale Company of Bloomington, Ill., is presented to the grain trade this spring with a guarantee of accurate weighing and perfect work. The company sells the scale on approval.

The Spartan Manufacturing Company of Pontiac, Ill., has an excellent machine for the grain trade in its Corn Belt Feed Mill. The mill has an established reputation for best service and will be shipped for twenty days' trial.

The Jeffrey Manufacturing Company of Columbus, Ohio, in their booklet No. 36 show the Jeffrey Spiral Steel Conveyor. They are manufactured of high grade steel and cast iron spiral conveyors, and as they carry large stocks, can make prompt shipments.

One of the handy devices about an elevator is a scoop truck and this want is met by the Detroit Scoop Truck Company of 2225 West Jefferson avenue, Detroit, Mich. It is strongly made of good material and sells at a nominal price. No grain elevator is complete without one.

The Reliance Construction Company of Indianapolis, Ind., are increasing their sales daily of their Reliance Automatic Dump Controller. This is a very simple machine, but it does its work perfectly and sells at nominal cost. Every grain dump should be equipped with one.

In 19—Supplement the Weller Manufacturing Company of Chicago, Ill., gives revised lists with date of adoption on prices of leading specialties of their manufacture. Those possessing catalogue No. 19 should send for the supplement and make proper note in it of the changes as announced in the supplement.

Mr. A. T. Ferrell, Saginaw, Mich., the well known manufacturer of the Clipper line of grain and seed separating machinery, has been seriously ill and is now spending a few weeks at points along the Florida East Coast. He is rapidly regaining his usual strength and energy and it is hoped that he will soon be in the harness again.

The Boll Patented Metal Grain Bin is being manufactured in Wichita and Abilene, Kan., and is said to be the only practical bin of its kind ever constructed. It is made in capacities of 280 to 2,000 bushels and is perfectly ventilated so as to dry grain in damp weather and has a door of sufficient size to permit of entrance at all times.

W. J. Murphy, who has been for ten years past in the home office of Webster Manufacturing Company, Chicago, opened an office at 225 Exchange Building, Kansas City, Mo., on March 1 and will act as the firm's direct and exclusive representative in the Southwest. Mr. Murphy is an able and capable man and is thoroughly acquainted with grain needs and interests. He will prove a valuable man in his new field.

The new Hess Drier for the Boston & Albany Railroad at Boston, Mass., is rapidly approaching completion. It is No. 10 size, with capacity of 75 cars in 24 hours, and is a duplicate of the New York Central Ry. Co.'s drier at New York City. The completion of the Hess Drier at Boston will give the New York Central drying facilities at terminals equaled only by the Pennsylvania Railroad and the Illinois Central.

There is one perfect insurance against all frictional damage, says the Joseph Dixon Crucible Co. of Jersey City, N. J. It is Dixon's Flake Graphite. This lubricant will absolutely prevent excessive heating of bearing parts as well as cutting and seizing. Dixon's Flake Graphite attaches itself directly to the metal surfaces, filling in the microscopic depression and becoming fastened upon the microscopic projections that exist in all metal surfaces. Thus direct contact of metal-to-metal is made

impossible, and we have what may be termed a "graphited contact" which lowers friction, reduces wear and prevents damage.

Spring is opening with a better demand than ever for Avery Scales. Especially in the Southwest has business been large and grain elevators in that territory are learning to recognize the merits of the automatic scale. The Avery Scale Co. invites correspondence at its home office in North Milwaukee, Wis., or at any of its branch offices in all principal cities.

E. A. Pynch & Company recently opened offices at 311 Third avenue, South Minneapolis, Minn. Mr. Pynch, the senior partner, is well and favorably known among the millers of the Northwest as agent for the S. Howes Company of the "Eureka" Works, Silver Creek, N. Y. Extras for all "Eureka" machines will be carried in stock by this firm at Minneapolis, and all sorts of flour mill machinery and supplies will be handled.

An American consular officer in Russia has forwarded the request of a local company for the names of American concerns manufacturing machinery for sewing grain sacks and for measuring the extent of the moisture in the grain. The company is one of the largest in Europe dealing in flour-milling machinery, and their requirements will be well worth looking after. The company is also in the market for cotton hullers and other machinery for cotton culture, ginning and the like.

We have received a copy of the Stock Food Edition of the Williams Patent Crusher & Pulverizer Company of St. Louis, Mo. The popularity of the Williams machines has increased wonderfully and the growth of the business the past few years has been phenomenal. The edition describes the Williams Patent Combined Hay and Straw Cutter, Shredder or Grinder, Cereal Mills, Combined Ear Corn and Husk Grinder, Oil Mills and Farmers' Portable Outfits. In a number of bulletins the company also sends us recent testimonials of users of their alfalfa hay shredder and mill outfits. These come from almost every southern, central and western state and attest the satisfactory work done by the Williams machines. The company will be glad to furnish testimonials and full information regarding their complete line of grinders and alfalfa hay and meal outfits.

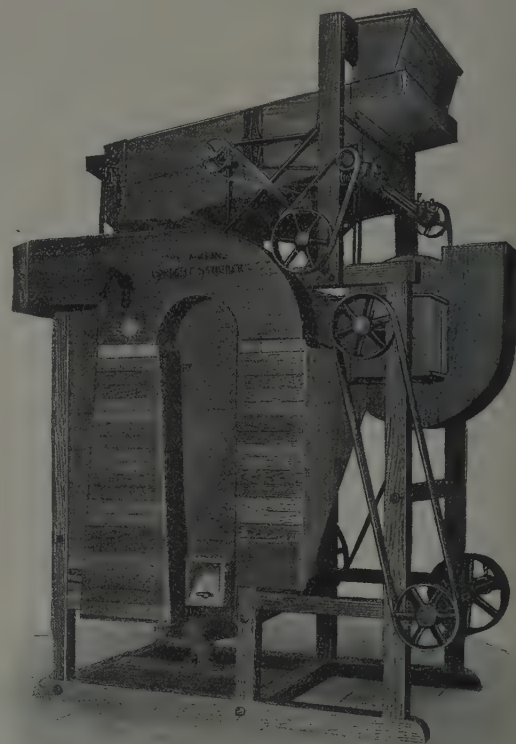
THE MOLINE UPRIGHT OAT CLIPPER.

In introducing this machine there are several features to which the manufacturers, the Barnard & Leas Manufacturing Company, call special attention, to-wit, scouring cases, in which the ventilating openings are mingled among the projections of the scouring case, are liable to cause breaking of the grain whenever hard scouring is attempted, and in scouring cases made in that manner this sharp corner is the cause of much loss. Again, horizontal scourers do not and can not scour all of the grain uniformly, while the vertical machine gives every particle of grain an equal amount of scouring, and yet requires much less power to operate, because in a vertical machine the grain is moved by gravity. Again, in a vertical machine it is easier to thoroughly aspirate the dust from the oats without using so strong a current of air as would be necessary if the clippings were discharged with the grain. The operator is able to thoroughly dust the oats with a light suction without drawing out light oats, hulls, etc., which should remain with the grain. In clipping the oats it is the ends that should be clipped hardest and this object has been kept in mind in the construction of the machine. It is emphatically an end scourer. This is accomplished by using a large number of beaters set at the proper angle to throw the grain squarely against the surfaces of the stationary case, and these surfaces are so shaped that the grain, striking against the broader angles of the surface, will slide down these angles and impinge against the shorter angles of the corrugations. This causes the ends of the berry to strike into a groove, as it were, so that the hardest part of the scouring is done upon the ends. This is not theory only, but practice, as is already

shown by the unusually thorough manner of the scouring on the ends of the grain which passes through one of these machines.

In operation the grain is fed to the shaker at the top of the machine where the sieving operation takes place, the larger impurities being removed. It then passes to the sand or seed screen which removes sand, weed seeds, etc., in a very effective manner, since this seed screen is kept clean by an automatic jarring cleaner. From the sand sieve, the grain may be discharged into the machine to be scoured and clipped, or, by turning a valve, it may be discharged into the by-pass spout where it receives a good air separation without being clipped. Thus the operator may use the machine simply as a scalper or as a scalper and clipper.

Regarding the general features of construction, light running, thorough scouring and durability have been kept in mind when designing every part of the machine. Every part of the machine is made more with a view to utility than economy, and the manufacturers say: "We do not hesitate to say



MOLINE UPRIGHT OATS CLIPPER.

that this machine will scour harder, clean better and do it with less power and loss than any machine which has heretofore been produced." To appreciate this machine it is only necessary to remember that the user is saving from 40 to 60 per cent of the power required by horizontal machines and the cost of the fuel thus saved would in a short time equal the purchase price of the machine. As regards the power used, no exact statement can be made, as this depends largely upon the character of the work done and the kind of grain to be handled. These machines are clipping oats in most cases with less than two horsepower per 100 bushels and manufacturers feel safe in estimating the power on this basis. A No. 9 machine in daily operation, clipping 1,550 bushels, is using only 28 horsepower.

These machines have now been in operation for over four years. The original machine is still giving the very highest satisfaction, although it is not in some respects as good as later machines which have passed the experimental stages.

This machine can also be used as a general warehouse scourer for cleaning and scouring all kinds of grain, such as wheat, barley, rye, corn and grass seeds.

A North Dakota farmer made a test of the profit of cleaning his wheat before sending it to market. A fanning mill was used, and the screenings kept at home. Hiring one man as helper, the owner estimates that handling 180 to 140 bushels per day the mill was averaging about \$12 per day for wages of self and man.

OBITUARY

The death is announced at Jackson, Mich., of O. M. Morse, inventor of the Cyclone Dust Collector, manufactured by the Knickerbocker Co. No particulars have as yet reached the office.

E. V. Snively, who owned a string of elevators along the St. J. & G. I. railroad, and a former prominent miller of Waltham, Kan., died February 19 at St. Joseph, Cloud County, Kan., aged 75 years.

Warren R. Buckley, senior member of the grain commission firm of Buckley & Pursley, and one of the veteran operators on the Peoria, Ill., Board of Trade, passed away in that city recently after an illness of two years' duration, aged 56 years. He was born in Peoria and at the age of eighteen entered the office of a local grain commission firm. Six years later he formed a partnership with Thomas Pursley, the firm since remaining intact. Decedent was a charter member of Peoria Lodge No. 20, B. P. O. E., member of the Creve Coeur and Country and Gentlemen's Driving Clubs. He was unmarried and is survived by his parents and one brother, Charles Buckley, member of the Chicago Board of Trade.

S. Everingham, for twenty-eight years a grain and commission merchant in Chicago, died at the home of his daughter in Seymour, Ind. February 18, aged 78 years. He was born in Geneva, N. Y., September 9, 1831, being the son of a Baptist minister. He came to Chicago in 1866 and soon after went to Milwaukee, where he entered the railroad business as a freight handler. Within nine years he had been promoted to the position of chief clerk of what is now the Chicago, Milwaukee & St. Paul railroad. In 1865 he engaged in the grain and commission business as a partner of E. P. Bacon of the E. P. Bacon & Co., Milwaukee, Wis. In 1879 they opened an office in Chicago, Mr. Everingham taking charge. The latter retired from business in 1907 and went to Seymour to live. Decedent was prominent in church and philanthropic circles in Chicago. He is survived by his widow, two sons and two daughters.

EXPORTS OF BREADSTUFFS.

The usual monthly statement of exports of domestic breadstuffs, etc., from the United States was completed by the Bureau of Statistics of the Department of Commerce and Labor on March 10. It shows the exports during the month of February and the accumulated months of the fiscal year. The following table presents an outline of the statement:

	Month of February		8 Months Ending with February	
	1909	1910	1909	1910
Corn, bushels.....	5,310,019	4,547,045	24,032,512	22,602,469
Value.....	\$3,664,231	\$3,179,124	\$16,485,609	\$15,635,048
Wheat, bushels.....	2,444,960	1,000,109	80,407,570	38,325,745
Value.....	\$2,572,304	\$1,087,451	\$90,718,778	\$39,541,472
Wheat Flour, bbls.....	724,350	523,211	8,018,931	6,857,844
Value.....	\$3,449,490	\$2,783,486	\$38,152,251	\$36,076,755
All Other Foodstuffs	\$315,346	\$256,725	\$9,942,839	\$4,600,129

RECEIPTS OF WHEAT AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 36 weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1909-10		1908-09	
	1909	1910	1909	1910
St. Louis.....	19,769,000	15,384,000		
Toledo.....	3,889,000	3,588,000		
Detroit.....	2,049,000	1,874,000		
Kansas City.....	31,751,000	34,389,000		
Winter Wheat.....	57,458,000	55,235,000		
Chicago.....	23,448,000	17,637,000		
Milwaukee.....	6,567,000	7,884,000		
Minneapolis.....	73,659,000	67,745,000		
Duluth.....	51,755,000	49,061,000		
Spring wheat.....	155,429,000	141,327,000		
Aggregate 36 weeks.....	212,887,000	196,562,000		

Total receipts of winter and spring wheat at primary markets 36 weeks since June, 1909, with comparisons.

	Winter	Spring	Total
1909-10.....	57,458,000	155,429,000	212,887,000
1908-9.....	55,235,000	141,327,000	196,562,000
1907-8.....	48,034,000	122,009,000	170,043,000
1906-7.....	54,496,000	130,236,000	184,732,000
1905-6.....	59,683,000	140,613,000	200,296,000

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1910:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	202,389	63,227	177,822	1,245,547
Corn, bushels.....	2,603,560	1,005,800	2,171,829	200,524
Oats, bushels.....	294,187	176,860	80	
Barley, bushels.....		1,426		
Rye, bushels.....	45,638	21,949	17,143	
Timothy Seed, bus.....	678		3,978	21,024
Clover Seed, bus.....	1,737	9,587	1,574	13,966
Hay, tons.....	4,442	4,012	2,106	3,892
Flour, barrels.....	159,722	159,615	36,674	56,900

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Flour, barrels.....	152,729	145,056	32,308	49,885
Wheat, bushels.....	480,351	386,761	583,399	738,582
Corn, bushels.....	565,177	260,771	439,348	253,804
Oats, bushels.....	345,385	262,019	1,120	1,200
Rye, bushels.....	1,695	3,400	6,488	10,286
Barley, bushels.....	5,350	109,618		25,000
Flaxseed, bushels.....	1,430			
Peas, bushels.....	17,340		420	22,437
Milled, tons.....	1,642	1,000	228	61
Corn Meal, barrels.....	2,515	6,890	950	2,256
Oat Meal, cases.....	46,300	20,790	29,880	12,002
Oat Meal, sacks.....	13,670	27,620	8,815	2,245
Hay, tons.....	8,800	9,870	218	44

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	808,000	731,500	911,832	1,123,381
Corn, bushels.....	11,976,750	7,758,409	5,370,886	6,016,789
Oats, bushels.....	6,726,075	5,650,285	5,185,308	4,724,520
Barley, bushels.....	2,746,800	2,425,843	473,946	709,274
Rye, bushels.....	99,000	122,000	114,393	96,838
Timothy Seed, lbs.....	3,072,650	3,505,642	4,108,444	2,332,703
Clover Seed, lbs.....	741,874	1,000,590	891,396	588,513
Other Grass Seeds, lbs.....	2,462,215	1,710,277	3,685,196	5,701,783
Flax Seed, bushels.....	109,000	68,614	14,381	3,072
Broom Corn, lbs.....	1,523,860	676,620	606,491	727,463
Hay, tons.....	18,570	19,183	1,521	1,439
Flour, barrels.....	655,466	664,728	494,981	551,259

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	284,234	272,384	210,318	240,054
Corn, bushels.....	767,122	590,418	658,017	338,356
Oats, bushels.....	397,458	325,746	256,388	274,286
Barley, bushels.....	59,375	43,056	1,006	11,022
Rye, bushels.....	32,314	77,625	9,148	23,000
Malt, bushels.....	129,220	126,024	39,370	49,500
Timothy Seed, bgs.....	3,199	740	7,579	4,406
Clover Seed, bgs.....	5,964	9,061	5,431	5,869
Other Grass Seed, bgs.....	5,226	11,803	12,657	15,961
Hay, tons.....	18,668	13,217	13,780	9,124
Flour, bbls.....	120,148	114,357	65,699	77,547

CLEVELAND—Reported by M. A. Havens, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	16,054	28,800	14,640	4,860
Corn, bushels.....	1,095,005	431,660	247,109	59,840
Oats, bushels.....	241,723	443,280	53,426	113,660
Barley, bushels.....	3,844	35,580		
Rye, bushels.....	1,725	920		600
Flax Seed, bushels.....	69			
Hay, tons.....	4,953	5,418	552	125
Flour, bbls.....	45,000	39,220	7,380	12,250

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	1,292,206	802,997	13,660	76,822
Corn, bushels.....		87,880		
Oats, bushels.....	872,300	196,347	56,378	105,329
Barley, bushels.....	459,795	118,001	451,604	118,450
Rye, bushels.....	35,236	4,348	948	16,000
Flax Seed, bushels.....	41,865	82,502	33,915	29,017
Flour, bbls.....		47,855	31,615	
Flour Produced.....	44,705	31,270		

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....			61,079	118,668
Corn, bushels.....			60,000	472,067

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	2,319,900		1,447,600	
Corn, bushels.....	2,945,150		1,422,550	
Oats, bushels.....	455,000		594,500	
Barley, bushels.....	75,900		41,800	
Rye, bushels.....	8,800		4,300	
Bran, lbs.....	880		6,820	
Flax Seed, bushels.....				
Hay, tons.....	21,768		6,828	
Flour, barrels.....	9,750		177,750	

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	479,600	276,600	165,350	116,700
Corn, bushels.....	1,250,600	533,700	625,664	464,620
Oats, bushels.....	970,500	643,600	728,059	459,529
Barley, bushels.....	1,419,600	900,000	301,490	415,758
Rye, bushels.....	93,000	68,100	59,000	67,464
Timothy Seed, lbs.....	892,430	214,830	1,890	267,200
Clover Seed, lbs.....	416,419	794,905	365,575	528,200
Flax Seed, bushels.....	53,640	7,420	2,120	
Hay, tons.....	2,786	2,022	90	42
Flour, bbls.....	292,065	256,478	300,123	369,417

MONTREAL, QUEBEC, CANADA—Reported by George Hadriil, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	210,767	30,553	2,198	1,340
Corn, bushels.....	21,391	3,300	7,600	2,448
Oats, bushels.....	233,109	239,430	48,816	122,278
Barley, bushels.....	72,027	72,759	90	4,200
Rye, bushels.....				
Flax Seed, bushels.....	56,215	65,547		
Flour, bbls.....	38,407	16,751	81,874	51,180

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	627,600	1,312,800	590,725	1,409,556
Corn, bushels.....	1,168,300	507,655	599,397	544,139
Oats, bushels.....	1,248,975	1,039,950	57,767	40,674
Barley, bushels.....	170,850	136,425	120,509	103,242
Rye, bushels.....	32,200	46,000	21,526	36,908
Timothy Seed, lbs.....			2,027 bgs	2,414
Clover Seed, lbs.....	4,625 bgs		4,067	10,361
Flax Seed, bushels.....				
Hay, tons.....	24,880	22,790	21,636 b's	7,002 b's
Flour, bbls.....	578,644	444,915	219,338	181,853

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	31,000	45,000	51,530	106,246
Corn, bushels.....	514,000	1,079,100	749,791	942,638
Oats, bushels.....	227,000	220,800	1,443	729
Hay, tons.....	7,275	2,085	28	69
Flour, bbls.....	76,000	48,500	49,361	48,240

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	1,254,000	735,600	794,000	414,000
Corn, bushels.....	2,850,100	2,997,500	2,232,000	2,503,000
Oats, bushels.....	721,600	1,153,600	1,302,000	898,500
Rye, bushels.....	30,000	32,000	13,000	21,000
Barley, bushels.....	68,000	50,000	40,000	32,000

PHILADELPHIA—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Articles	1910	1909	1910	1909
Wheat, bushels.....	527,143	793,196	611,598	445,178
Corn, bushels.....	280,754	121,984	42,953	633,056
Oats, bushels.....	351,551	187,599		
Barley, bushels.....	4,000	16,000		
Rye, bushels.....	4,800	2,400		
Timothy Seed, bags.....				
Clover Seed, bags.....	50	192		
Other Grass Seed, bags.....	300			
Flax Seed, bushels.....		41,600		
Hay, tons.....	7,082	5,874		
Flour, bbls.....	192,417	226,512	62,413	135,929

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Alden Dimond has purchased an interest in the elevator at Capron, Ill.

Work on the new elevator at Haldane, Ill., is being pushed as rapidly as possible.

The Trenton Milling Co. of Trenton, Ill., will erect two 11,000-bushel steel grain storage tanks.

F. C. Edwards has sold his elevator in Deers, Champaign County, Ill., to Dryer & Burt of Champaign.

Construction work on the new elevator for George Couch & Sons at West Salem, Ill., has been commenced.

John Quinn, who has been in charge of the Farmers' Elevator at Mattoon, Ill., has purchased the Cuppy Elevator at Arcola Ill.

Mr. Levi Johnston of Danvers, Ill., will soon erect a new elevator to replace the one destroyed by fire in Woodruff, McLean County, Ill.

The Prentice Farmers' Elevator Co. of Prentice, Morgan County, Ill., has equipped its elevator with a Hall Signaling Grain Distributor.

The Berry & Breckenridge Farmers' Grain Co. of Breckenridge, Ill., has filed notice of increase of capital stock from \$5,000 to \$13,000.

George Weirather, whose grain mill at Bushnell, Ill., was recently destroyed by fire, will build a new mill and elevator at that place.

M. H. Cooley of Kankakee, Ill., has purchased the elevator at Reddick, Ill., formerly owned by him, from W. E. & R. E. Rich and is now in possession.

The new elevator of the H. A. Hillmer Company in Freeport, Ill., is nearing completion and will soon be placed in operation. Weather conditions have retarded work.

The elevator at Hallsville, Ill., owned by Edward Danison, has been sold to T. H. Pletsch of Cornell, Ill., who will conduct a grain business at the former place during the coming season.

The Farmers' Elevator Co. of Franklin Grove, Ill., has been incorporated with \$15,000 capital to do a general grain and merchandise business by F. D. Lahman, G. W. Blocher and I. J. Trostle.

Mathias Tex has sold his elevator at Velma, Christian County, Ill., to Arthur Sowers, a real estate man of Minnesota, securing in return as part payment a 160-acre farm near Moorhead, Minn.

The Corn Products Co. has completed the building for the Hess Drier at Argo Ill. It will install the machinery equipment at once. It is No. 8 size with capacity of 250 carloads in twenty-four hours.

R. S. Eaton has sold his lease on the M. Hoff Elevator at Biggs, Mason County, Ill., which he has operated for the Farmers' Grain & Coal Co. of Easton, Ill., to H. L. Jones, and the latter is now in possession.

The Farmers' Elevator & Lumber Co. of Glasford, Ill., have completed their organization. A set of by-laws have been adopted and the capital stock has been placed at \$40,000 in shares of \$10 each, and about one-fourth of the stock has already been subscribed.

Young & Wood of Bismarck, Ill., have contracted with the Burrell Engineering & Construction Co. for an elevator with a capacity of 50,000 bushels of wheat and 10,000 bushels of ear corn. It will be equipped with a B. S. Constant U. S. Sheller, Western Rolling Screen Cleaner, and Richardson Automatic Scale.

Isaac Hill, a well known grain buyer of Hillsboro, Ill., may erect a grain elevator at that place in the near future. He is anxious to get a site near the railroad tracks, as it is his purpose to conduct the business in connection with the Isaac Hill Lumber Company, of which he is the principal stockholder.

The President Flouring Mills at Mt. Carmel, Ill., owned by the Bernet, Craft & Kauffman Milling Company of St. Louis, Mo., has been installing a 25-horsepower Ideal Engine and a 100-horsepower electric motor, which will generate power for the lighting system of the mill and also for operating the machinery of the mammoth grain elevator.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following recent changes among grain dealers of Illinois: Lockport Mill & Elevator Co., Lockport; Gulshen & Wolf succeed Gulshen & Craven, Odell; Lexington Grain Co. succeeds Rogers Grain Co., Lexington; H. J. Nobbe succeeds H. J. Bender, Nokomis; Davis & Miller succeed J. R. Carter, Thomas Station (Alvin P. O.); W. H. Thomas succeeds Thomas & Ade, Sycamore; C. A. Bunyan succeeds Bunyan & Evans, Hammond; C. O. Thrasher succeeds W. H. Westbrook, Paxton; W. T. Bradbury & Co. succeed Gooch Bros. & Co., Belleflower; Lexington Grain Co. succeeds Rogers Grain Co., Dewitt; C. H. Nobbe succeeds Nobbe Elevator Co., Farmersville; M. H. Cooley succeeds W.

E. & B. E. Rich, Reddick; Otto Gross succeeds Herscher & Gross Buckingham; Leslie Reel succeeds William Rich, Congerville; W. C. Williams succeeds V. H. Chase, Wady Petra; G. R. Catlett succeeds Catlett & White, Fairmount.

The capital stock of the Campus Grain Co. of Campus, Ill., has been increased from \$8,000 to \$12,000. A. M. Lower, George Kanne, E. V. Lawless, Julius Reke, Sr., and George Pritchard were elected directors.

The Farmers' Grain Company of Sutter Siding, south of Hopedale, Ill., which was recently incorporated with \$3,700 capital, has elected directors. The elevator to be erected is one of the numerous structures that are springing up along the line of the interurban railway. The concern has placed its contract with the Burrell Engineering Construction Co. A Fairbanks Gas Engine will furnish the power.

EASTERN.

Plans have been prepared for a third Grand Trunk Railroad Elevator at Portland, Maine, to have a capacity of 2,000,000 bushels.

A new hydraulic elevator capable of lifting a ton is being installed in the grain establishment of W. N. Potter Sons & Co. Northampton, Mass.

The Lappe Grain Co., has been incorporated in Delaware with \$100,000 capital by A. J. Sherman, M. J. Mendelsohn and C. R. Phillips, all of Philadelphia, Pa.

A grain warehouse 70x30 feet, with three floors the full size of the building for the storage of hay and grain, is to be erected at the Long Island Freight Depot, Bridgehampton, L. I.

Charles H. Tower, who for the past three years has been treasurer of the Hoosac Valley Coal & Grain Co. of North Adams, Mass., has disposed of his interests in the concern and retired.

Articles of incorporation have been filed by the H. M. Kent Co., of Stamford, Conn., to do a grain and feed business with \$50,000 authorized capital, \$25,000 of which will be employed to begin business.

The Glasser Grain Company, of New Rochelle, N. Y., with \$25,000 capital has been incorporated to erect building and install machinery etc., to handle grain by J. Glasser, S. Kolins, and W. M. Bloomingdale.

The firm of Cosman Bros. has been incorporated at Caldwell, N. J., with \$100,000 capital to deal in grain, oats, cereals, etc., milling and manufacturing business by John W. Cosman, William H. Cosman and Edward R. Jones.

A charter has been applied for by the Strayer Bros. Company of York, Pa., to deal in feed, flour, grain, seeds, hay, straw, etc. The new concern is the outgrowth of Strayer Bros. & Co., grain dealers. The members of the firm are John C. and M. L. Strayer and Thomas C. Wigginton.

Landmarks that have stood on the water front in Buffalo, N. Y., in the form of grain elevators, are to be razed. The Niagara Elevator "A," which was destroyed by fire recently while contractors were engaged in razing it and the Kellogg Elevator, are two that have already been sacrificed. Over two hundred workmen have been engaged in carting away the debris at Niagara Elevator "A," and the task of razing Niagara Elevator "B," located just north, will soon be started. On the site of the Niagara Elevators it is understood the New York Central Railroad will make extensive improvements to its terminal. The Spencer Kellogg Co., will build a modern elevator on the site of the old granary recently razed. It will be of steel construction and the bins will be absolutely fireproof, being built of concrete. The elevator will be about 200 feet high. The capacity will be over 1,000,000 bushels. The cost will be about \$275,000. Construction work will be commenced about November 1.

IOWA.

Fiala Bros. are now in charge of the elevator at Ely, Iowa.

The O'Connor Elevator at Sumner, Iowa, has been purchased by Wescott & Winks.

Farmers in the vicinity of Germania, Iowa, are agitating for a farmers' elevator.

Construction work has been commenced on Sumner White's Elevator at Orient, Iowa.

Sufficient stock has been subscribed to assure the erection of a farmers' elevator at Maxwell, Iowa.

It is understood that William Miller of Cedar Falls, Iowa, has purchased the Bryant Elevator at Bristow, Iowa.

The Farmers' Co-operative Exchange has purchased the two grain elevators at LaPorte City, Iowa, for \$7,500.

George VanCamp has purchased a half interest in the elevator and coal business of Don O. Walsworth at Greenfield, Iowa.

Farmers in the vicinity of Branden, the first station north of Manson, Iowa, on the Rock Island Railroad will organize a farmers' elevator with \$5,000 capital. The line of elevators at Branden will

be purchased if a satisfactory deal can be made; otherwise the farmers will build.

The Farmers' Elevator Co. of Jefferson, Iowa, has changed its capital stock so as to make part common and part preferred.

Farmers in the vicinity of Fredonia, Iowa, have formed a co-operative elevator company and will erect an elevator to cost \$11,000.

Farmers in the vicinity of Schaller, Iowa, have subscribed \$7,000 for the erection of an elevator. Grain, live stock, etc., will be handled.

J. C. Jones has purchased from the Nebraska-Iowa Grain Co., the implement business of which he has been manager for the last three years at Farragut, Iowa.

Farmers in the vicinity of Whittemore, Iowa, are agitating for a farmers' elevator and it is probable that an organization will be perfected in time to handle this year's crop.

Plans are under way for the erection of a farmers' elevator in the new town of Brunsville, near Lemars, Iowa. Henry Weinen, Charles Mammen and B. Fisher are the promoters.

Herman Ommen and Ernst Shillings have been soliciting for stock subscriptions for the elevator they propose to erect in the spring in the new town of Craig, west of Struble, Iowa.

The Farmers' Elevator Company of Matlock, Iowa, has been incorporated with \$20,000 capital by F. A. Baadt, F. A. Peters L. J. Getting, Frank Alden, Charles Eberlene and Marion Benson.

The Interurban Railway Co., has purchased fifty feet of ground adjoining its right of way at Dotson station, near Colfax, Iowa, to afford more room for trackage and on which probably to erect a grain elevator.

To protect the corn it has already purchased the Rosenbaum Grain Co., will re-open its terminal elevator in Sioux City, Iowa, for a time, despite the adverse grain rate, and ship in grain from South Dakota and northwestern Iowa. The concern has had corn standing in cars for more than one month which it cannot have transported to Chicago. The purpose is to have it taken to Sioux City to be dried.

WESTERN.

The Citizens' Lumber & Grain Co. of Miles City, Mont., has been incorporated with \$100,000 capital by Paul A. Trigg, E. R. Evans and C. H. Loud.

Two North Dakota grain concerns have filed application for location in Havre, Mont., with the purpose of erecting grain elevators some time this year.

E. E. Jordan and other Wibaux residents have filed with the Montana Secretary of State articles of incorporation of the Montana Grain Co., with \$40,000 capital.

It is understood that ground has been leased from the Northern Pacific Railway for a grain elevator at Fallon, Custer County, Mont., and building operations will be commenced as soon as the weather permits.

O. P. McCall, manager of the Farmers' Union Warehouse at Rock Lake, Whitman County, Wash., states that his concern will erect a large elevator and warehouse at Stoner's Siding on the Milwaukee railroad's Puget Sound extension.

The W. O. Kay Elevator Co., with headquarters at Ogden, Utah, has been incorporated with \$200,000 capital by W. O. Kay, Loyal Kay, J. E. O'Connor and E. M. Ryan. This makes the fourth elevator company promoted by Mr. Kay in the Ogden district.

MINNESOTA AND WISCONSIN.

Richard S. Hansen has purchased the elevator business of F. W. Hines in Ellsworth, Wis.

The Great Western Elevator at Klossner, Nicollet County, Minn., is undergoing extensive repairs.

The Atlantic Elevator at Glenwood, Minn., has resumed operations with Alfred Candrud as buyer.

The Eagle Roller Mill Co. of New Ulm, Minn., will probably erect a fourth grain elevator in the near future.

The Dennison Farmers' Mercantile Elevator Co., will build an addition to its elevator in Dennison, Minn., this spring.

The Farmers' Elevator Co. of Hendrum, Minn., has been incorporated by J. C. Berg, J. D. McAndrews and A. M. Eckman.

Alex. Mitchell has disposed of his elevator property in Jasper, Minn.; also his fuel and live stock business, to a Mr. Heaton of Iowa.

Arthur and Fredolph Anderson, who have purchased the old elevator in St. Hilaire, Minn., are razing it and will use the lumber for a barn.

The Farmers' Elevator Association reports that over \$3,000 has been subscribed for an elevator at Silverlake, Minn., and \$1,600 more is promised.

The Calumet County Equity Elevator Co. of Chilton, Wis., has been incorporated with \$25,000 capital by John Leahy, G. D. Breed, J. W. Bruecker

A. A. Fochs, P. W. Kramer and H. W. Hoffman. The purpose is to build and lease elevators in Chilton and nearby towns.

Farmers recently held a meeting in Raymond, Minn., and discussed plans for the erection of an elevator at that place. It is probable that an elevator will be built at an early date.

The administrators of the Joe Kraker Estate have disposed of the property at Ward Springs, Todd County, Minn., to Mr. Kraemer of Freeport, Minn., who will reopen the elevator and store.

Several locals of the American Society of Equity in the southeastern part of Outagamie County, Wis., will organize a stock company and erect an elevator and warehouse in Kaukauna this spring. It is planned to incorporate when \$40,000 shall have been subscribed. Stock will be sold at \$25 a share and each purchaser will be limited to four shares. The elevator and warehouse will accommodate the members of the society in Freedom, Vandenberg, Buchanan, Dundas, Hollandtown, Little Chicago, Darboy, Harrison and Kaukauna.

SOUTHERN AND SOUTHWESTERN.

The Sanger Mill & Elevator Co. of Sanger, Texas, suspended operations recently while undergoing repairs.

Certificate of dissolution has been filed by the Grand Prairie Mill & Elevator Co. of Grand Prairie, Texas.

J. D. Downey and M. M. Laws have purchased the grain elevators of the Josey Grain Co. at Texarkana, Ark.

The Millsbaugh Grain Co. has been organized in Meridian, Miss., to deal in wholesale feedstuffs, seeds, etc.

The Holdenville Grain & Produce Co. have just completed the erection of a \$10,000 elevator at Holdenville, Okla.

The firm of Brandt & Williamson, manufacturers' agents in grain, flour and provisions, has opened an office in El Paso, Texas.

The Waco Mill & Elevator Co. of Waco, Texas, has amended its charter by increasing its capital stock from \$100,000 to \$150,000.

The S. S. Offutt Grain Co. of Georgetown, Ky., has been incorporated with \$25,000 capital by Sidney S. Offutt, J. S. Ricketts and Charleston Sebree.

Owing to the increase in business at the Knoxville City Mills, Knoxville, Tenn., an additional grain elevator will be erected to cost \$3,500.

C. H. Cohron & Son will rebuild their hay and grain warehouse recently destroyed by fire at Stuarts Draft, Va. They will also install an elevator.

The Union City Grain & Feed Co. of Union City, Tenn., has been incorporated with \$25,000 capital by J. D. Wrather, H. B. Horner, R. C. Whitnel and others.

J. W. Hoberecht, who has been engaged in the manufacture of cereals in Kremlin, Okla., has purchased an interest in the Farmers' Mill & Elevator Co. at Enid, Okla.

It is understood that the Rutherford Mill & Elevator Co. of Chillicothe, Texas, plans the erection of a grain elevator and warehouse at San Angelo, Texas, to cost about \$60,000.

Lunsford Gray of Petersburg, Va., have incorporated to deal in grain with \$50,000 capital. The officers are Charles Lunsford, president; A. W. Gray, vice-president, W. M. Shaw, secretary-treasurer.

Articles of incorporation have been filed by the St. Joseph Farmers' Union Warehouse Co. of Lawrence County, Tenn., with \$2,000 capital, and the Farmers' Union Warehouse Co. of Monroe County, Tenn., with \$25,000 capital.

A movement is afoot to reorganize the affairs of the Werkheiser-Polk Mill & Elevator Co. at Temple, Texas, and resume operations as soon as possible. The property is to be sold under trustee sale this month. Temple capitalists will be invited to invest \$30,000.

The Paul Bean Grain Co., which lost several of its large warehouses and grain elevators by fire last fall, has acquired control of the W. R. Fields & Co.'s grain warehouses, elevators, etc., in Howe, Grayson County, Texas. Substantial improvements and additions will be made to the plant.

A proposition to erect a terminal elevator in St. Joseph, Mo., has been made to the St. Joseph Terminal Railway Co. by the Business Men's League of that city. The matter has been discussed in an informal way among those interested. It is pointed out that St. Joseph has long been without adequate terminal elevator facilities.

Final arrangements have been made for the new elevator to be erected by the Denison Mill & Elevator Co. in Denison, Texas. It will have a capacity of from fifteen to twenty cars a day. Storage facilities for from 100,000 to 200,000 bushels have been decided upon. A Texas 100 feet high will also be erected. The site of the old Denison Flour Mill will be utilized and warehouses and small elevators

as feeders for the Denison plant will be erected at points in Texas and Oklahoma.

Articles of incorporation have been filed by the Patton Packing Co. of Calypso, Duplin County, N. C., with \$25,000 capital to deal in grain. The incorporators are Walter Patton, W. F. Patton and J. R. Maxwell.

OHIO, INDIANA AND MICHIGAN.

Rapid progress is being made on the new Detjen-Kattmann Elevator at new Bremen, Ohio.

The Toledo Grain Milling Co. of Toledo, Ohio, recently installed a cereal drier of 500 an hour capacity.

The Niles Grain Co. of Niles, Mich., has let the contract for a three-story grain elevator with capacity of 10,000 bushels.

A. P. Watkins has sold a one-half interest in his elevator and stock market at Lincoln, Ind., to C. F. Cripe of Deer Creek Township, Ind.

The Kensington Grain & Lumber Co., which was recently incorporated by East Liverpool, Ohio, people will do business in Kensington, Ohio.

The Jay Grain Co. will erect a steel elevator with capacity of 25,000 bushels at Elwood, Ind., work to begin as soon as the weather is favorable.

The contract for the construction of the foundation for the Lock Two Grain & Milling Co.'s Elevator at Moulton, Ohio, has been awarded.

The Loughry Bros. Milling & Grain Co. of Monticello, Ind., has ordered a second No. 4 Draver Scroll. The first one was installed three years ago.

A. R. Rudisill of McComb, Ohio, has leased the new elevator that is now being erected at Belmore, Ohio. Work on the new structure is being hastened.

The Home Mill & Grain Co. of Mt. Vernon, Ind., has increased its capital stock from \$30,000 to \$50,000 and has had its corporate period extended to February 22, 1930.

The T. L. Shaw Grain Elevator Co. of Kansas, Ohio, has been incorporated with \$10,000 capital by J. L. Rouze, T. L. Shaw, Minnie I. Rouze, Lulu H. Rouze and Effie E. Shaw.

Bromfield & Colvin of Bay City, Mich., will erect a three-story grain elevator in Bently, Mich., this spring. At present they are using a cement building at Bently for storing grain.

The Yorkshire Grain Co. of Sidney, Ohio, has been incorporated with \$16,000 capital by W. H. Persinger, J. E. Wells, C. N. Adlard, E. T. Custenborder and B. M. Custenborder.

A number of citizens of Lyons, Ind., have leased ground and are making preparations to begin the erection of a large grain elevator at Plummer, Greene County, Ind., in the heart of the corn belt of that county.

O. O. Newhard will build an elevator in Bluffton, Ind., as soon as the ground becomes thawed for a foundation. The structure will be of wood framework and steel siding. Mr. Newhard's old elevator has not yet been razed.

The Old Town Mill at Xenia, Ohio, owned by Ben Belders and the John Dewine Co., consisting of elevator, general feed and coal business, will hereafter be operated under the style Dewine, Belding & Co. The concern is capitalized at \$10,000.

The Boswell Grain Co. of Boswell, Ind., has been incorporated with \$14,000 capital by Charles Meneff, Samuel Noll, O. P. Smith, Ingram Mitchell, H. W. Dimmick, J. M. Beagell and August Bergland. An elevator will either be purchased or erected.

The stockholders of the Bellevue Farmers' Grain Co. Bellevue, O., recently held a meeting and decided to increase the capital stock from \$15,000 to \$25,000. It was also voted to declare a dividend covering any surplus in the treasury in favor of old stockholders.

E. K. Sawash and Charles A. Warne of Middletown, Ind., and F. F. Hagenbaugh of Sulphur Springs, Ind., who have been operating grain elevators, have bought the milling plant of the Daniels & Pickering Co. at Middletown, Ind. The elevators and milling plant will be merged.

B. D. Knepper of Tiffin, Ohio, and business associates have purchased lots in Holgate, Ohio, as a site for a grain elevator, which will be erected this spring. The B. & O. Railroad will lay a sidetrack leading to the elevator. Mr. Knepper has elevators in various parts of Seneca and adjoining counties.

The South Bend Grain Co. will erect a new elevator in South Bend, Ind., this spring with a capacity of from 15,000 to 20,000 bushels. The new structure will be erected about a block from the present site. It is said the Lake Shore Railroad plans to lay switch tracks over the ground now occupied by the grain elevator.

As the result of an alliance recently made in Cincinnati, Ohio, by the Union Grain & Hay Co. and the New-Delmar Co., controlling a chain of grain elevators in Ohio, Indiana and Illinois, the shipments of grain through the Cincinnati markets will be increased enormously. The New-Delmar Co. was recently chartered under Indiana laws, with \$50,000

capital. The corporation is owned by country elevator men, there being 500 interested.

The East Side Iron Elevator Co. will double the capacity of its plant at Toledo, Ohio, by the erection of a reinforced concrete addition, an immense marine leg and 300 feet of new concrete dock. The improvements will increase the dockage to 550 feet. Thirty bins will be installed in the new concrete addition. The storage capacity will be increased to 1,100,000 bushels. The marine leg will have a capacity for unloading vessels at the rate of 15,000 bushels an hour. This leg will be built on the edge of the dock and connected with the elevator by means of an underground belt conveyor through a concrete tunnel. The entire plant will be equipped with electric motive power. The MacDonald Engineering Co. of Chicago has the contract for the work. The officers of the East Side Iron Elevator Co. are: President, W. W. Edwards; vice-president, James Hodge; secretary-treasurer and manager, A. W. Boardman.

MISSOURI, KANSAS AND NEBRASKA.

John Meldrum of Dell Rapids, S. D., has leased an elevator in Gering, Neb.

Farmers are arousing sentiment for the erection of an elevator at Plainville, Kan.

H. Moser will build a 15,000-bushel elevator in connection with his mill at Versailles, Mo., in the spring.

The Duff Grain Co. of Nebraska City, Neb., will erect a grain elevator at Bridgeport, Neb., this spring.

The Curtis Mill Co. has purchased a site for an elevator at Elsie, Perkins County, Neb., and will build at once.

A committee to sell stock to the amount of \$10,000 for the proposed farmers' elevator at Pierce, Neb., was appointed at a recent meeting.

Farmers west of Fairfield, Neb., have organized a farmers' elevator company and will erect an elevator between Fairfield and Glenville.

The Farmers' Grain & Live Stock Association are considering the matter of general improvement of the elevator at Hordville, Hamilton County, Neb.

A board of directors has been chosen and \$4,500 has been subscribed for the erection of a farmers' elevator in Elba, Neb., with more subscriptions in sight.

Two new grain elevators are to be erected in Omaha this spring. One will be built by the Saunders & Westrand Grain Co., and the other by the Lincoln Grain Co.

The firm of Cummings & Pease at Beatrice, Neb., has been dissolved. Mr. Cummings disposing of his interest to Mr. Pease. Hereafter the style will be Pease Grain & Seed Co.

The Board of Directors of the Farmers' Grain & Livestock Co. of Oakland, Neb., have been engaged on plans for the erection of a new elevator to replace the one recently destroyed by fire. The structure is to be fireproof and will have a capacity of about 35,000 bushels.

The Rea-Page Milling Co. of Marshall, Mo., has placed the contract with the Burrell Engineering & Construction Co. for two new elevators. One will be built at Malta Bend, Mo., and have a capacity of 30,000 bus. and one at Blosser Station, Saline County, with a capacity of 20,000 bushels. Repairs will also be made on the concern's warehouse at Marshall.

The Lincoln Grain Co. of Lincoln, Neb., has purchased an elevator at Frankfort, Kan., with capacity of 20,000 bushels. This concern now owns two elevators in Kansas and twenty-three in Nebraska. The elevators are located on four different lines of railroad. A terminal elevator may be erected by the concern in Lincoln as a central handling and clearing agency for traffic.

A 1,000,000-bushel elevator, to be known as the Wichita Bonded Public Elevator, will be erected in Wichita, Kan., by E. K. Nevling, of the Nevling Elevator Co., and W. R. Watson, of the Watson Mill, both industries in Wichita. Shippers will be enabled to store wheat in this structure. In floating this enterprise the Nevling Elevator Co. will discontinue the grain business on its own account and act as custodian only. The chief house will be the present Nevling Elevator, which has a capacity of 150,000 bushels. Storage tanks of either steel or concrete will be erected. The new concern will be incorporated with \$200,000 capital.

THE DAKOTAS.

A farmers' co-operative elevator is to be erected in White Lake, S. D.

The Red Elevator at Miller, S. D., is to be razed and a new structure will be erected.

Farmers in the vicinity of Scranton, N. D., will organize a co-operative elevator company.

The A. S. of E. are selling shares to members of the society for the purpose of either buying or

building an elevator in Coalharbor, McLean County, N. D.

Considerable stock has been subscribed for a farmers' elevator company at Fairdale, N. D.

Louis Skagen has purchased the Monarch Elevator at Litchville, N. D., and is now in charge.

Edward Brinkman and John Wruck of Eureka, S. D., have purchased an elevator in Hosmer, S. D., for \$3,300.

The Northland Elevator at Crosby, N. D. has suspended operations, but will resume about the middle of April.

H. P. Frost and son, George, have acquired ownership of Shaw Brothers' Elevator in Wessington Springs, S. D.

H. H. Wheeler has rented the Lytle Elevator at Loraine, Ward County, N. D., and will also operate the feed mill.

It is rumored that Albert Jaqua will build another elevator in Tokio, Benson County N. D., the coming summer.

Farmers in the vicinity of Edmore, N. D., will soon hold a meeting to discuss plans for an elevator at that place.

Farmers in the vicinity of Medina, N. D., are enthusiastic over the prospects for a farmers' elevator at that place.

Construction work has been started on the new elevator for the Barth Grain Co. at West Mott, Hettinger County, N. D.

The Amenia Elevator at Amenia, Cass County, N. D., which was destroyed by a cyclone last spring, will be rebuilt on the old site.

Plans are under way for the building of a farmers' elevator in Grand Rapids, N. D., so that it may be ready for operation by August 1.

A. J. Tolzman has purchased the Woodworth Elevator in Fingal, N. D. He was formerly buyer for the Atlantic Elevator Co. in Fingal.

It is understood that farmers in the vicinity of Nanson, Rolette County, N. D., will organize in the near future to build an elevator.

The McCaul-Webster Elevator Co. will erect an elevator this season on lots opposite their lumber yard in McIntosh, Boreman County, S. D.

The firm of Klein, Stoecker & Kraenzler of Eureka, S. D., recently purchased the large elevator of Heckenlaible Bros. at Hosmer, S. D., for \$6,500.

J. G. Mundy has acquired ownership of the Woodworth Elevator at Mylo, Rolette County, N. D. He has been connected with the Farmers' Elevator at that place.

The Farmers' Co-operative Co. has been organized at Souris, N. D., and will buy or build an elevator and establish a lumber yard and probably some other industry.

The Farmers' Co-operative Elevator Co. of Hannah, S. D., has purchased the Duluth Elevator Co.'s houses at that place for \$6,325. The concern recently incorporated with \$15,000 capital.

A committee of three has been appointed to solicit stock for a farmers' elevator at Cogswell, N. D. Every effort will be made to organize in time to handle this year's crop.

Farmers in the vicinity of Langford, S. D., are organizing a company for the purpose of establishing what will be the second farmers' elevator in Langford, which at present has seven elevators.

Farmers in the vicinity of Dickinson, N. D., will erect a 75,000 bushel elevator in the spring. A company has been incorporated with \$50,000 capital. This will make the fifth grain elevator for Dickinson.

A farmers' elevator is to be erected in Fort Clark, Oliver County, N. D., northwest of Mandan, this spring. John Anderson, James Harris, V. Brazda, W. L. Taylor and Charles and George Alderin, farmers, are the promoters.

Two farmers' elevator companies have been organized in LaMoure County, N. D. One of them is at Medberry and will be known as the Farmers' Elevator Co. The other is at Edgeley and will be known as the Pomona Valley Farmers' Elevator Co.

CANADIAN.

The Lacombe Produce Co. has purchased the Alberta Grain Co.'s elevator at Lacombe, Alta.

The Board of Trade of Saskatoon, Sask., is urging that a grain exchange be established in the province.

A license to carry on business in British Columbia has been granted the Ellison Milling & Elevator Co., with \$150,000 capital, and headquarters at Lethbridge, Alta.

D. W. McCuaig of the Manitoba Grain Growers' Association, was elected president, and E. C. Drury, president of the Dominion Grange, secretary, of the National Council of Agriculture of the Dominion, recently at a meeting following the Grain Growers' grain conference at Prince Albert, Ont. In addition to these officers there will be representatives from

each of the three western farmers' organizations and the Dominion Grange.

It is reported that the Alberta Government has promised to assist the recently incorporated A. B. C. Elevator & Wharf Co. in its project to erect elevators in Vancouver, Prince Rupert and New Westminster.

George Terwilliger, who has been with the Shepherdson Grain Co. at Sioux City, Iowa, has removed to Calgary, Alta., where he has two grain elevators and where he expects to establish a line of them.

The inclusion of a scheme for government ownership of elevators in the legislative program for the current session was mentioned in the Lieutenant-Governor's speech at the opening of the Manitoba Legislature.

[For the "American Elevator and Grain Trade."]

THE GRAIN TRADE NEWS OF OHIO.

BY E. T. BAKER.

There are a few who view the growing wheat crop through pessimistic eyes, but the consensus of opinion at Toledo is that throughout Ohio it has come through the winter in splendid shape and that, barring damage from alternate freezing and thawing from this time on, the prospect is of the best. Little if any damage resulted from the coating of ice which covered fields for a long time. Among those who do not take a roseate view are George Benore, who recently sold a field of 35 acres of growing wheat to Edwin L. Camp, president of the Toledo Produce Exchange, for \$350, or \$10 per acre. The land has yielded as high as 35 bushels per acre heretofore. [This is the exception, however; and from all over the state reports are most encouraging. The quality of wheat coming in is highly satisfactory, testing from 59 to 62 pounds; and it is evident that the poorest wheat from the last crop was marketed early. The volume of business has been fair, receipts for the week of March 5 amounting to 44,500 bushels, with shipments of 22,700 bushels, most of which went to supply the needs of Southeastern millers. Local stocks decreased 49,723 bushels to a total of 581,762 bushels.

There has been a liberal movement of corn, farmers evidently feeling that it will be useless to wait for more favorable conditions. They have sold quite freely and are making an effort to get the bulk of their hauling off their hands before the coming of spring work and the breaking up of the roads. Toledo receipts for the week of March 5 aggregated 113,600 bushels, a good proportion of which has remained in local cribs. Shipments were 34,600 bushels, the Eastern market taking the surplus. Estimates place the local supply a little above 150,000 bushels. A pleasing improvement is shown in the quality of Ohio corn, which has heretofore been in bad shape. Out of 102 cars which came in during the past week there was but a single car of sample, while 79 cars graded No. 3 and 22 cars No. 4. The improvement is partly due to the fact that poorer qualities were unloaded first and partly to the drying weather which has taken up considerable of the moisture.

Stocks of oats have increased recently, but there is still no large amount on hand. The week of March 5 the supply added 37,152 bushels to a total of 123,286 bushels. Total receipts for the week were 54,000 bushels, as against shipments of 31,500 bushels. Reports place the acreage of oats for the coming season at normal, if not a little above. Cash oats are quoted on the local market at 46½c.

There is in stock at Toledo about 13,500 bushels of rye with practically no barley in store. There has been a good low grade demand for clover seed, but receipts have fallen considerably below those of last year. Total season's receipts amount to 22,130 bags as against 34,519 bags last year, and 7,704 bags two years ago. Supply on hand is adequate for all purposes. Cash prime is quoted at \$7.55.

F. H. Price, representing the Millers' National Association, was in the city recently on matters pertaining to the organization.

Jas. D. Shanahan, government expert in charge of grain standardization, was in Toledo on duty pertaining to his position recently.

David Anderson, president and general manager of the National Milling Company, is spending the winter in Florida. A. Mennell of the Isaac Harter Milling Company is also basking in the Florida sunshine.

George H. Rockwell, a well known miller of North Baltimore, O., recently died at his home in that city, as the result of a stroke of paralysis. He was 43 years old and leaves a widow and two children.

C. G. Mannern, Elkhart, Ind.; Chas. Beartey, Jackson, Mich.; H. A. Towser, Chicago; E. M. Marshall, Chicago; Jas. Albarn, Monroe, Mich.; E. L. Noragan, Butler, Ind.; A. E. Sith, Chicago; J. J. Hanshue, Lansing, Mich.; W. M. Hurd, Monroe, Mich.; J. A. Vincent, Minneapolis; W. S. Lockwood, Coldwater, Mich.; C. D. McKenzie, Quincy,

Mich.; A. W. Schaefer, Chicago, and E. E. Hand, New York City, were recent visitors on the floor of the Toledo Produce Exchange.

A new drier has been installed at the plant of the Toledo Grain and Milling Company. It has a capacity of 500 bushels per hour, and is about ready for operation. It is of much importance to local grain interests.

The grain elevator of Sneath & Cunningham at Cygnet, O., one of a string of forty in northwestern Ohio, recently burned to the ground with its contents, entailing a loss estimated at \$10,000. Insurance to the extent of \$7,000 was carried.

A case of unusual absence of mind is reported from the Toledo Produce Exchange where after the session recently scraps of three \$1 and a \$2-bill were found on the floor. Some one tore them up while under the impression that they were ordinary paper.

The mill race around two sides of the Vocke Flouring Mill at Napoleon, Ohio, was washed out by the high water recently. Apprehension is felt that the entire race, which passes in front of a block of business houses, will sink when the frost leaves the ground.

Chief grain inspector Culver and John F. Courcier have returned from Washington, D. C., where they went as representatives of the Toledo Produce Exchange to protest before the house committee on agriculture against the proposed legislation on trading in futures.

E. L. Southworth, John Smith and Fred Jaeger have returned from a trip to Columbus where they went on behalf of the local organization to enter a protest before a committee of the house of representatives against proposed field seed bills now pending before that body.

A new Toledo concern is the John Mills Company, recently incorporated by John Mills, Charles F. Wagner, Benj. C. Hoffner, William F. Fedderman and C. C. Sugene. The company has a capital stock of \$10,000 and will take over the business of John Mills & Co., heretofore operating a brokerage business as a partnership.

The Toledo Produce Exchange adopted a resolution protesting against any unfavorable changes in the present treaties pertaining to the liability of carriers in case of accidents to ship through carelessness and other causes. Higher insurance rates are expected as a result of such action and flour dealers are particularly interested.

A successful farmer's institute was recently held at Mt. Corey, O. Among other resolutions was the following which has caused some amusement: "Owing to the high price of meat and the increase in sheep claims, we recommend that one-half of the dogs of Ohio be made into bologna and the tax on the other half be increased from \$1 to \$2, and the tax on the dog's sister be raised from \$2 to \$4."

The Berkey Elevator Company of Berkey, O., has gone into the hands of a receiver. On petition of Charles A. Tucker, one of the owners, Myron P. Anderson was appointed receiver by Judge Brough of Toledo. The plaintiff asks for an accounting also from his associates, John Kahle and Jerome B. Lathrop. He charges that the books of the company have been secreted, and that he has been refused information as to bills receivable or payable.

A carload of equipment for use at the East Side Elevator arrived the other day. The company recently increased its capital stock from \$30,000 to \$100,000 and will double the capacity of the plant. Among other improvements will be the erection of a reinforced concrete addition, a big marine leg, and about 300 feet of concrete dock, which will give it a total dockage of 550 feet. In the concrete addition thirty bins will be installed, and when the improvements are completed the concern will have a storage capacity of 1,100,000 bushels. The marine leg will be built on the edge of the dock and will be connected with the elevator by means of an underground belt conveyor, through a concrete tunnel. It will have a capacity for unloading vessels at the rate of 15,000 bushels per hour. The entire plant will be equipped with electric motor power and lights.

The cash call market recently adopted by the Toledo Produce Exchange is proving a source of much satisfaction. Under the rules a public "Call" for corn and oats to arrive is held in the Exchange room immediately after the close of the regular session each day. It is the intent of the rule to provide a public competitive market and prohibit the making of new prices until the opening of the Exchange on the next business day. One half cent less than final bids on the "Call" may be forwarded to dealers. Any violation of the rule will result in the suspension of the violator from the privileges of the Exchanges for such time as the board of directors may elect. Trades in through-billed may be made any time during the regular session. The "Call" committee may specify such time of shipment and establish as many different prices as conditions justify. From 1:30 p. m. until 9:30 a. m. the following business day no member of the Exchange is permitted to contract for the purchase of corn or oats at prices over and above those last established on the "Call" market. To constitute a delivery the seller is to deliver to buyer that

amount of grain contracted and originating at points of shipment in Central Freight Association territory at time specified in contract. Toledo official grades or other Central Freight Association territory official market weights to be final. Seller must also deliver shipments originating on such lines as have established rates and percentages via Toledo to New York, buyer assuming all switching charges assessed against cars from the Toledo yards of the road bringing in the shipment. Only such shipments as have a reconsigning privilege can be tendered on contract. On all trades for through-billed grain the price is to be based on the published tariff rate in effect from Toledo to New York, domestic. Differences to be equalized by the seller. Trades are subject to one half cent commission on corn and oats.

[For the "American Elevator and Grain Trade,"]

ST. LOUIS GRAIN AND FLOUR NOTES.

BY L. C. BREED.

W. W. Powell, recently with the J. L. Wright Grain Company, is now associated with Powell & O'Rourke as manager of their grain receiving department.

The Sherry-Bacon Grain Company has been incorporated; capital stock, fully paid, \$10,000; incorporators, Cary H. Bacon, John L. Rogers and R. J. McCauley.

The Traffic Bureau of the Exchange, of which J. C. Lincoln is commissioner, has been removed to Room 5-6 of the Exchange building, thus affording more commodious quarters.

The Eaton-McClellan Commission Company has been incorporated; capital stock, one half paid, \$25,000; incorporators—Alfred F. Eaton, Emily D. Eaton, Charles W. McClellan and Charles D. Eaton. To deal in grain, etc.

Judge D. P. Dyer, in the United States District Court, has imposed fines amounting to \$3,500 on the Merchants Stock & Grain Company, Francis J. Miner and Patrick A. Stephens, managers. They were charged with contempt of court.

The Pendleton Grain Company has taken charge of the Western Elevator at East St. Louis, situated on the Chicago & Alton and Terminal Railway tracks. The elevator has a capacity of 25 cars per day and is equipped with sacking facilities.

Manning W. Cochrane, president of the Exchange, and John Dower, chief supervisor of the department of weights, represented the Merchants' Exchange at the meeting of the grain dealers at Lincoln, Neb., under the auspices of the Western Grain Dealers' Association.

The brokers on 'change were treated recently by Director Litchfield to a repast of cotton-seed bread. The meal from which the bread was made was the usual milch cow article, bolted. It has a nutty flavor, but is lighter and more palatable when wheat flour is added to the mixture.

The trial of Geo. L. Harris and C. B. Lightner, charged with conducting a bucket shop, has at the request of Ass't Circuit Atty Newton been continued until March 23. It is charged, also, that three men whose names appear as witnesses have been influenced by Harris to give testimony favorable for the defendants.

C. H. Albers, president of the C. H. Albers Commission Company, and Phil F. Schirmer, who accompanied him, returned yesterday from a visit to the Pacific coast, on which they started about the middle of December. The trip was taken primarily to inspect the Albers ranch near Los Angeles, which includes about 1,000 acres in olives and oranges.

At a recent meeting of the directors it was voted to present a protest to Secretary Knox in opposition to the projected international treaty limiting the liability of ship owners for loss or damage to cargoes, on the ground that the measure, if adopted, would be injurious to trade through depriving shippers of export merchandise of their common law rights and would place a burden on exports which would be so oppressive as to seriously limit the volume of many classes of exports.

John Wahl, president of the John Wahl Commission Company, and president of the German Savings Institution, died at his home in St. Louis March 9. He was one of the oldest commission men in the city, and for years was a familiar figure on 'change, having been a president of the Exchange. He was 78 years old and came to St. Louis from Germany with his parents when he was a boy. One of his daughters is the wife of Henry Greve of the John Wahl Commission Company and a director of the Exchange.

Members of the Exchange are somewhat "worked up" over the fact that the grain inspection department of the state board reported only 2,016,818 bushels of grain inspected at St. Louis in 1909, while the record of the department's office here show inspections of 60,185,100 bushels in carload lots alone, and officials of the Exchange state that the 1909 grain business reached a total of 65,815,261 bushels. In detail the records show the following number of cars of grain inspected at St. Louis: Wheat, 13,637;

corn, 9,552; oats, 5,591; rye, 153; barley, 222; kaffir corn, 449. Total, 29,604 cars. Sacks: Wheat, 122,939; corn, 3,621; oats, 1,210; rye, 955; barley, 100; kaffir corn, 1,805. Total, 129,930 sacks. At East St. Louis: Wheat, 8,162; corn, 7,164; oats, 5,435; rye, 95; barley, 316; kaffir corn, 51. Total, 21,223 cars. Sacks: Wheat, 146,746; corn, 1,343; rye, 22. Total, 148,111 sacks.

The grain committee have decided not to change the moisture test on corn from 19 per cent for No. 3. While it is admitted this is, for this season's crop, a rather onerous standard, yet as many contracts were based on the existing standard, it is considered it would work a hardship on many parties to change it in the middle of the season. Some members think the Government method is not the proper one to apply for ascertaining the percentage of moisture in corn.

E. L. Waggoner has been delegated to represent the Exchange at a conference of representatives of the principal grain markets of the South and West, to be held this week at Kansas City. The conference will consider a form of contract for calling margins on deferred cash grain contracts, thus putting them on the same basis as now in vogue for contracts for future delivery. This will afford protection in case of buyers defaulting on contracts, "a consummation devoutly to be wished for."

MISSOURI'S GRAIN CROP FOR 1909.

While the annual corn crop of Missouri is generally worth in the neighborhood of \$100,000,000, probably only a ninth is sent to market in its original shape, and probably another ninth ground into meal in the home mills. If this estimation is correct, then about \$78,000,000 is fed to live stock and thus turned into property, the surplus of which alone, in 1908, brought \$112,535,494. It must not be forgotten much of this unsold corn helped to produce our milk, cream, butter and other dairy products, and some was also fed to poultry. All the wheat, save what is kept for seed, is sooner or later marketed, some to the home mills and the majority through buyers, to mills in the large towns and cities. In farm crops, St. Charles county was in the lead in 1908, with a total valuation of \$1,320,590 for her surplus, placed there by her immense wheat yield; Scott county came next with a total worth of \$1,217,544, chiefly due to her corn crop. Mississippi county was third, with a valuation of \$1,179,173. Wheat, corn and cowpeas placed her there. The total estimated value of the farm crops of the state for 1909 is \$209,219,478. This was \$37,403,925 more than the estimated crop of 1908. Live stock, poultry and orchard products are not included in the above estimates. More than half the farm crop in value was corn. On an acreage of 7,205,396, 197,714,946 bushels were raised, making it the most valuable, on account of favorable prices received for the crop, the most valuable ever produced.

MANITOBA GOVERNMENT ELEVATOR BILL.

The Manitoba provincial government and the Grain Growers' Association have come to an issue on the elevator question. Both parties have prepared bills for legislative action, but they do not agree in some very essential particulars.

The principal features of the government's bill are these: The government will erect elevators at any point in Manitoba on a petition from 60 per cent of farmers in the vicinity, who must bind themselves to use the government elevator exclusively. A clause in the act provides for the expropriation of existing elevators; but this is believed to be beyond the legislative powers, involving the federal government, which will, however, be made to appear as an enemy to public ownership should it refuse to waive its right. The government also reserves the right of selecting the operating commission and also the power to remove the commissioners, as it is contended the elevators will be under the direct control of the government, which may dictate the manner in which the houses shall be operated.

The Grain Growers' Association, on the contrary, demand that the commission in charge shall be appointed on their recommendation and the candidate must have been a director of the Grain Growers' Association for at least one year prior to his appointment; that no commissioner shall be subject to removal except by two-thirds vote of the legislature; that he shall serve for life unless removed because of malfeasance in office. It is made obligatory on the commission by the Grain Growers' bill to establish elevators at all points within the province "where it shall be deemed advisable and proper"; and the commission shall have exclusive control of their operation.

The Saskatchewan cabinet has appointed a commission to inquire into the proposals of the grain growers regarding publicly owned elevators. The members are Prof. Robert McGill, of Dalhousie university, Halifax; Geo. Langley, M. L. A., for Redberry, and Fred W. Green, secretary of the Saskatchewan Grain Growers' association.

COMMISSION

George F. Foster has withdrawn from the Marfield-Tearse Grain Co. at Duluth, Minn., and returned to his old home at Faribault.

S. J. Crafts and C. A. Burke have engaged in the grain business at Cleveland, Ohio, under the firm name of Charles A. Aaron & Co.

J. T. McLaughlin & Co. have left their old quarters in the Monadnock Building, Chicago, for room 7, just off the corridor of the ground floor, Board of Trade Building.

The A. W. Schisler Grain Company of St. Louis, Mo., has been incorporated with a capital stock of \$20,000. The incorporators are Arthur W. and Jacob Schisler and E. N. Korcher.

The Sherry-Bacon Grain Co., one of the older firms of the St. Louis Merchants Exchange, has incorporated. The incorporators are Clay H. Bacon, John L. Rodgers and B. J. McCauley.

The Lappe Grain Co. of Philadelphia, Pa., has filed articles of incorporation. The incorporators are: A. J. Schirmer, M. J. Mendelsohn and C. R. Phillips. The capital stock is \$100,000.

The Early & Daniel Co., hay and grain dealers of Cincinnati, Ohio, have removed their general offices from the warehouse at Sixth and Harriet street to the first floor of the Chamber of Commerce Building.

E. R. Williams, who for the past thirteen years has filled the position of manager of the grain department of Paine, Webber & Co. of Boston, Mass., has accepted a similar position with Hayden, Stone & Co.

Frank W. Sherwood, who has been assistant manager of the Western Union Telegraph Company on the Chicago Board of Trade, has formed a connection with W. H. Lake & Co. and joined the Board of Trade.

David Lasier and James Crighton, well known grain men on the Chicago Board of Trade and who have been in the grain business for many years, have established the firm of Crighton & Lasier, to do a general grain business.

Shearson, Hamill & Co. of Chicago have made arrangements to open a branch office in The Railway Exchange Building under the management of Oliver A. Olmsted, who formerly managed Farson, Son & Co.'s grain and stock business.

Ware & Leland, Chicago, removed on March 1 from the Postal Telegraph Building to the Royal Insurance Building, where they occupy a suite of rooms on the first or banking floor. They had been in their old location about eleven years.

The Eaton-McClellan Commission Co. has incorporated at St. Louis, Mo. The members of the company have been identified with the grain trade of St. Louis for very many years and are Alfred F. Eaton, Emily O. Eaton, Charles W. McClellan and Charles O. Eaton. The capital stock is \$25,000.

Gardiner B. Van Ness of the Postal Telegraph Building, Chicago, Ill., returned the latter part of February from a vacation spent in Florida. The greater part of the time was passed on the golf links at Bellaire, where Mr. Van Ness won a silver cup in a golf tournament. When the Northern season opens we understand that he will entertain any proposition from any enthusiastic golfer, barring none.

The announcement is made that after July 1 the present firm of Bartlett, Patten & Co. will be changed from a partnership into a corporation and will be known as the Bartlett, Patten Company. The present members of the firm are William H. Bartlett, James A. Patten, George W. Patten, Henry J. Patten; C. B. Pierce, George E. Fuller, William E. Hudson and Edward D. W. Pogue. No change will be made in the present partners, as they become stockholders in the incorporated company, with the addition of Frank P. Frazier, who retired from the firm of Bartlett, Frazier & Carrington July 1, 1908. James A. Patten sailed recently for Europe and will return about April 1. After July 1 he, together with George W. Patten, his brother, and William H. Bartlett, will not be actively engaged in the business.

Gerstenberg & Company received a carload of wheat from South Dakota at Chicago February 23 that had been on the way since November 3 and another on the same day that had been en route since December 4. G. H. Sidwell Company same day received a carload of oats from South Dakota that was shipped December 6.

Argentine flaxseed shipments continue to be made to New York. For the first week of March shipments were 208,000 bus. to New York out of a total of 912,000 bus. forwarded. Since January 1 the proportion shipped to New York was 1,360,000 bus. out of a total of 22,656,000 bus. thus far forwarded. Flaxseed shipments from Argentina since January 1 are 6,330,000 bus. larger than for the same period a year ago.

THE EXCHANGES

Chicago Board of Trade memberships have been commanding \$3,125 (\$2,900 net to seller).

The proposition to close 'change at Chicago at 1 o'clock daily except Saturday was defeated by ballot on March 2.

All the exchanges are distributing in pamphlet form the address of E. Pfarrius, printed in these columns in the February number.

The Omaha Grain Exchange inspection department is using the Uniform Grade Rules (and Chicago) moisture standards for corn.

The St. Louis Merchants' Exchange is trying to have abolished the team-tax weighing fee collected by the city authorities. It amounts to about \$2 a car.

The new arbitration committee at Baltimore is composed of Chas. England, W. H. Hayward, John H. Gildea, Jr., Louis Miller and Chas. S. Schermerhorn.

The Little Rock Board of Trade directors have ordered that hereafter only actual dealers in grain and hay are eligible to membership on the grain committee.

The Kansas City Board of Trade has appointed a committee to assist the Manhattan Agricultural College authorities in raising money to improve the methods of wheat growing by experiment and by educating the farmers.

The membership in the Chicago Board of Trade of O. H. Patterson has been declared forfeited under Section 31 of Rule 4, which provides that a member making contracts with other members after he knows he is insolvent shall have his membership forfeited.

Trading in futures was resumed on the Omaha Grain Exchange on February 14. Twice before this line of business has been tried there and abandoned; but as there are about twice as many active grain traders in Omaha now as formerly, it is believed another trial will make the futures pit permanent.

The Chicago Board of Trade directors on March 1 unanimously adopted a resolution that it was the sense of the directory that the action of some members in notifying other members that purchases of carloads of grain were to be predicted upon the deduction of one pound per thousand is in violation of the spirit of the rules of the board, which provide that the official certificate of weights of the Board of Trade Weighmaster shall be the basis of final settlement.

UNIFORM GRADES AT BIRMINGHAM.

On March 3rd, the Birmingham Grain Exchange, Birmingham, Ala., adopted the following resolutions:

"Resolved, That the rules of inspection adopted by the Grain Dealers' National Association shall be the standard for this Exchange."

DETROIT BOARD OF TRADE.

The Detroit Board of Trade held its annual election of officers on March 1, and George Beck, of the Beck Cereal Co., was re-elected president, the other officers being as follows: First vice-president, Arthur S. Dumont; second vice-president, Henry M. Hobart; directors, Laban A. Parsons, James T. Shaw, Alexander J. Blair, Frank T. Caughey, John Wynne, Jr., Harry B. Simmons, F. William Lichtenberg, David Stott; committee of arbitration, H. F. Zink, C. M. Carran, J. T. Hornung, F. J. Simmons, Robert Henkel, D. O. Wiley, William Carson, William Northwood, H. E. Botsford, T. G. Craig; committee of appeals, F. M. Sheffield, G. L. Fleitz, C. A. Cullen, F. W. Blinn, C. R. Huston, W. Crawford, W. C. Houghton, C. E. Oliver and Charles Clarke.

CHANGES IN MEMBERSHIP.

Chicago.—Sec'y Geo. F. Stone reports the following changes in membership of the Chicago Board of Trade in February, 1910: New members—William Farson, Thos. F. Molyneux, John Monroe Simpson, Frank Ghiselli, Geo. R. Argo, James R. Lucas, Henry P. Watson, Guy C. Shepard, Wm. E. Johnson, Milton J. Whitely, John Newell Allen, Saunders Parker. Transferred members—Estate John Farson, Willis Counselman, Arthur D. Heffron, Gilbert N. Davis, David W. MacDonald, Nathan Dickinson, L. T. Watson, Wm. M. Moss, estate Benj. P. Hutchinson, estate of James Whitely, Chas. W. Egan, estate of Nelson Morris.

Cincinnati.—Supt. C. B. Murray of the Cincinnati Chamber of Commerce reports the following members elected at meeting of board of directors on March 1, 1910: Edward J. Crane, soliciting agent, L. & M. R. R., Fourth and Vine; Harold P. Murray, Cincinnati Price Current, 124 Government Place; Edwin E. Kellogg, real estate, 3807 Eastern Ave.; Robert O. Strong, with J. Chas. McCullough, seeds, 601 E. 5th; Gerhard Huelsemann, vice-president and general manager of Cincinnati Volksblatt.

Duluth.—Sec'y Chas. F. MacDonald of the Duluth Board of Trade reports that Ralph W. Jones has been admitted to that body and that J. A. Walter has withdrawn.

Milwaukee.—Sec'y H. A. Plumb reports the following changes in the membership of the Milwaukee Chamber of Commerce during February: New members admitted—John H. Manning, C. S. Christensen, Sr., M. W. Smith; transferred—Anton Buerger, Wm. Bergenthal, deceased; O. F. Bird, deceased; J. A. Perkins, deceased.

Omaha.—Sec'y F. P. Manchester of the Omaha Grain Exchange reports the following changes in the membership of that body: Admitted—C. B. Tyler, W. H. Bucholz, J. J. Steam; withdrawn—C. F. McGrew.

St. Louis.—Sec'y Geo. H. Morgan of the St. Louis Merchants' Exchange reports that the applicants for membership during the month of February were as follows: Isaac L. Lemon, Ashland, Ill.; Howell M. Harris, St. Louis; A. L. Massa, St. Louis, and W. J. Keane, St. Louis. These were by transfer from the following members: Samuel McRoberts, C. J. Chisam, A. F. Johns and Blanchard Randall.

MILWAUKEE CHAMBER OF COMMERCE.

The Chamber of Commerce Grain Inspection Department recently installed a moisture tester.

The board of directors on March 1 fixed the charge for the supervision of weighing of grain from cars to elevators, mills, malt houses, etc., at 50c per car, taking effect March 1, the former charge being 40c. The board also fixed the fee for the sampling of grain screenings at 40c per car, the former fee being 30c.

President Bell will shortly appoint a committee to consider the advisability of adopting the grades of grain according to the rules approved by the Grain Dealers' National Association, the inspection committee having recommended them to the board of directors.

An amendment to the rules was passed on March 1 removing the restrictions that had been placed upon the expenditures of the Freight Bureau. It is expected that the scope of the bureau will be thereby greatly enlarged.

The Chamber has approved the rule submitted by the directors to govern the caucus and the primary annual election of officers of the Chamber on April 4, 1910. The caucus shall be held on Saturday, March 19, at 12 o'clock noon, presided over by the president and secretary of the Chamber of Commerce, for the proposing of names of candidates for the several offices as follows: President, first and second vice-presidents, directors, boards of arbitration (five members) and of appeals (five members), the name of no member to be proposed for more than one office.

Immediately after the caucus the secretary shall notify the candidates of their nomination, and post a full list on the bulletin board. Candidates may, should they so desire, withdraw their names on or before March 23d, and other names may be added to the list of nominations made at this caucus by a petition signed by not less than twenty-five members, which shall give the name of the candidate and office for which proposed, such petition to be delivered to the secretary of the Chamber of Commerce not later than 6 o'clock p. m., March 23d. Then a primary ballot shall be taken, the regular candidate being the two who shall secure the highest number of votes, for each offer named; except that the ten candidates for the boards of arbitration and of appeals shall be a candidate.

The following letter, addressed to Secretary of State Philander C. Knox, was recently sent to Washington by the Milwaukee Chamber of Commerce: "The Chamber of Commerce of the city of Milwaukee, an association of the grain, milling, malting, packing and other important interests of the city, earnestly protests against the ratification by the government of the treaty now under consideration, providing the manner of determining the indemnity for damage caused by the collision of vessels. The effect of this treaty would be to deprive the cargo owner of his common right to recover the full amount of his loss caused by the collision due to the fault of both vessels, which is manifestly unfair to him, an innocent party. This protest is therefore respectfully submitted for your consideration."

A REPRIMAND.

August Ferger, grain and hay dealer, was publicly reprimanded on 'change, Cincinnati Chamber of Commerce on February 16 for violation of rules.

"On February 15, your Board of Directors in special session heard the following charges against August Ferger: 1. There has been a violation of Rule 6 of the Weighing Bureau rules, which says that it shall be misconduct for any person not a weigher to break a weigher's seal affixed to any car. 2. For accepting a certificate of weight which he knew did not represent the true weight of the contents of the car. 3. The filing of a claim against the railroad for overcharges. The Board of Directors sustained the charges and ordered that he be reprimanded, as provided for in Article 5, Section 8, of the Rules and Regulations of the Cin-

cinnati Chamber of Commerce. I therefore reprimand August Ferger for misconduct in these matters."

The complaint related to a car of shelled corn that was shipped to a Southern point by August Ferger early last fall. In conformance with the regulations of the official Weighing Bureau of the Chamber of Commerce, to which August Ferger is a subscriber, the shipment was weighed and the official weigher's certificate, showing approximately 52,000 pounds was made out and delivered in the usual way and the car was officially sealed by the weigher. In the evidence submitted to the Board of Directors, it has been ascertained, it was shown that the seal was subsequently broken, the car opened, an additional 12,000 pounds of grain placed in it, re-sealed and left on the track to be hauled away by the railroad to its destination as indicated in the official certificate. Further, it was ascertained, that the railroad handling the shipment, happened to re-weigh the car and notified the discrepancy of 12,000 pounds between the actual weight of the shipment and the weight shown in the official certificate of the Chamber of Commerce Weighing Bureau. In delivering the shipment the railroad submitted its bill for freight charges on the basis of the actual weight and it was paid, but Mr. Ferger then filed a claim against the railroad for overcharges, using the official weighing bureau certificate to show that he was overcharged. His action precipitated the submitting of information to the Chamber of Commerce by the railroad which led to the investigation.

The practice of the railroads is to accept the certificates of weight of the Chamber of Commerce Weighing Bureau without question and to regard the official seal of the Weighing Bureau as in every way the same as their own seal. The seals used by the Weighing Bureau are exactly the same as those of the railroads except that instead of the railroad designations they have on them "C. of C. W. B." and a number. The breaking of a railroad seal is a penal offense and an official of the Chamber of Commerce gives notice that the seal of the Weighing Bureau is just as official as that of the railroads and has the same protection.

GRAIN CONTRACTS FOR FUTURE DELIVERY.

BY FRANK I. KING.

United States has no monopoly on trading in grain futures. Liverpool last year traded in 215,000,000 bushels of wheat futures. Actual deliveries on contracts there were only 1,160,000 bushels. London, Paris, Antwerp and other European markets trade in grain futures. Argentine, our latest and almost our greatest grain competitor, is trying to develop a future market there. Winnipeg and other Canadian markets would expand rapidly if Congress should restrict our grain trade. The present system has been a great benefit to our country for many years. It may not be perfect; but do not confuse bets made in bucket-shops, or puts and calls with grain contracts for future delivery made upon legitimate boards of trade.

Boards of trade are the grain markets of the world. Buyers and sellers, the farmers, dealers, millers, exporters and speculators, meet there every day in person or through brokers. They are not secret societies. Anybody can trade there. Millions of dollars are expended annually in gathering information regarding crops, supplies and demand, present prospective, and spreading it broadcast. Press associations keep the general public informed and the farmer gets it by 'phone and in the daily papers. Leading markets have continuous quotations posted wherever they are wanted for legitimate purposes. Bucket-shops steal them. The information enables everybody to trade intelligently. It enables them to work upon a smaller margin than in any other business, directly benefiting both producer and consumer. Only an eighth commission is charged on futures and half a cent on most cash grain. Boards are not trusts. Anybody can join if he has good reputation and some capital.

Grain contracts made upon regular boards are like any other contract to be filled in the future. There is no optional part, except the day of delivery during the month specified. Delivery of the actual grain does not occur in every case but it is intended when the contract is made. Sellers might be disappointed in their crops or find a better market elsewhere and hence wish to cover the sale in the open market. Ninety-five per cent of the money transactions [of the general business of the country] are settled through clearing-houses with checks. The actual money seldom changes hands. In Liverpool, last year, only half of one per cent of the wheat futures traded in was actually delivered. Grain settlements are proper and legal. The Supreme Court of the United States so decided May 8, 1905, when Associate Justice Holmes said: "The sales in the pits are binding. A setoff is in effect a legal delivery. The fact is no more wonderful than the enormous disproportion between the currency of the country and contracts for the payment of money."

Speculation enters into every kind of business activity. Lazy money does not develop our country.

Farmers take chances. Manufacturers, jobbers and retailers all seek orders months ahead and speculate upon the future demand. They watch the crop outlook, as do the railroads, and depend upon the boards of trade for most of their information. Speculation takes the crops when farmers are the most anxious to sell and carries the surplus until wanted by millers, feeders and exporters. Restrict legitimate speculation and you restrict the demand. There are two kinds of speculation, legitimate and illegitimate. One moves the crops, the other is mere gambling. There is as much difference between regular boards of trade and bucket-shops as between national and faro banks.

ARGENTINE FUTURE MARKET.

The following are the rules and conditions under which trading in wheat is conducted in the Buenos Ayres Term Market:

[COPY OF CONTRACT.]

The Buenos Ayres Cereal Trade Association.

No. 1 Future delivery contract—Wheat:

Buenos Ayres,19....

We have this day SOLD to..... on the terms of the rules and regulations of the Buenos Ayres Cereal Trade Association..... kilos of Wheat, Class A, of the crop....., sound, dry, clean and of fair average quality at the price of \$ (national money)..... per 220.5 lbs., gross with sack, to be delivered on rail at Darsena or ex stores and elevators in Buenos Ayres, to be approved by the Association or in the following places with the following bonifications to the buyers:

Mercado Central—14 cents per 220.5 lbs.

Riachuelo—14 cents per 220.5 lbs.

Delivery is to take place during the month of.....

The bags must be well sewn, and of good quality cloth and fit for export.

The maximum weight of each bag is not allowed to exceed seventy kilos (154.35 lbs.).

The wheat (sound, clean and fit for export) must be free from cockle seed.

Foreign matters, including smut, are permissible to an extent of 3 per cent, but the proportion of smut must not exceed 1/2 per cent.

If specified weight has been stipulated for, samples must be sealed in order to rectify the weight at Buenos Ayres after the delivery has taken place. The buyer is not obliged to accept any wheat, the weight of which is 3.21 lbs. per bushel less than was stipulated for in the contract.

Payment is to be made in cash at Buenos Ayres on presentation of the receipts issued by the buyer to the seller, in the form prescribed by the general regulations.

The signers of this contract are the only responsible parties and it makes no difference whether they act (disclosed or not) on instructions, or for the benefit of third persons.

The seller who wants to deliver wheat "in bulk" is allowed to do so, but he must deliver a corresponding number of empty bags also, the weight of which is reckoned as wheat.

This contract has been signed at the above given date.

Grades of Wheat.—Class A.—(1) Barletta or Pacific type weighing 64.1 lbs. per bushel; (2) Rosario wheat weighing 64.1 lbs. per bushel. Class B.—Milling wheat, except "Saldoine," weighing 64.1 lbs. per bushel.

Note.—If the contract has been made on basis of Class A, the seller has the right to deliver to the buyer wheat of Class B, with a bonification of 10 cents for each 220.5 lbs. to the buyer.

Specified Weight.—If a delivery of wheat takes place with the specified weight declared, wheat weighing 3.21 lbs. per bushel less than the above standards will be accepted, but a bonification of 10 cents for each 2.2 lbs. per hectolitre (or 0.8 lb. per bushel) is due to the buyer if the delivered wheat weighs not less than 62.5, and 15 cents for each 2.2 lbs. per hectolitre if it weighs not less than 60.9 lbs. If the delivered wheat weighs more than 64.1 lbs. and less than 65.7, a bonification of 2 1/2 cents per 2.2 lbs. per hectolitre is due to the sellers. Fractions of 2.2 lbs. (one kilo) will be reckoned proportionally.

George M. Le Count, crop expert for Finley Barrall & Co., left for the Argentine Republic last September. Since that time he has been without communication, except by cable, with the United States and especially with its current news and happenings. The following paragraph taken from his letter, is so strikingly significant in view of the Scott anti-future bill now before a committee in Congress at Washington that it is worthy of being quoted:

"The new option or future market in Buenos Ayres is a God-send to this country and the producer is not now entirely at the mercy of the 'Big Four.' The big exporting companies in Buenos Ayres have fought the option market tooth and nail, but option trading has come to stay and it is only a question of a year or so until the entire country, and especially the interior farmer, will be thoroughly posted on prices and conditions. As

it is at the present time, only the northern half of the country is in touch with the market. The southern part, including Bahia Blanca, is still at the mercy of the exporters, of the 'Big Four.' As a result wheat is 20c cheaper in the southern than in the northern half of the country. On January 19 a peculiar incident happened to me. Previous to this I had been in the habit of requesting the board of trade when in Buenos Ayres, but when the big slump in flax occurred a lot of the local traders were on the wrong side of the market and lost a lot of money. Those who lost heavily went about crying like babies, wringing their hands and cursing the North Americans. I was ordered out of the Board of Trade building and have not been allowed to enter since then. There is talk of prohibiting crop experts from entering Argentina and traveling about as these people are very jealous and they think that if the world did not know the exact conditions of their crops they could control the market."—Record-Herald.

CASH CALL MARKET AT TOLEDO.

The Toledo Produce Exchange has established a "Cash Call Market" similar in form and purpose to that in operation in Chicago. The rules are as follows:

The Board of Directors hereby empowers the "Call" committee to establish a public "Call" for corn and oats to arrive, to be held in the exchange room immediately after the close of the regular session each business day.

Contracts to be made on the "Call" only on such articles and upon such terms as have been approved by the "Call" committee.

It is the intent of this rule to provide for a public competitive market for the articles dealt in, and that with such a market all making of new prices by members of this Exchange shall cease until opening of Exchange next business day.

One-half cent less than final bids on the "Call" may be forwarded to dealers.

Any transactions by members of this association made with the intent to evade the provisions of this rule shall be deemed uncommercial conduct, and upon conviction such members shall be suspended from the privilege of the Exchange for such a time as the board of directors may elect.

Trades in through billed can be made any time during the regular session.

Call committee may specify such time of shipment and establish as many different prices as conditions may justify.

From 1:30 p. m. until 9:30 a. m. the following business day no member of this Exchange is permitted to contract for the purchase of corn or oats with another member or any other parties at prices over and above those last established on the "Call" market.

Deliveries.—To constitute a delivery the seller is to deliver to buyer that amount of grain contracted and originating at points of shipment, (in Central Freight Association territory), at time specified in contract. Toledo official grades and Toledo or other C. F. A. territory official market weights to be final.

Seller must also deliver shipments originating on such lines as have established rates and percentages via Toledo to New York, buyer assuming all switching charges assessed against cars from the Toledo yards of the road bringing in the shipment.

Only such shipments as have a re-consigning privilege can be tendered on contract.

Trading Basis.—On all trades for through billed grain the price is to be based on the published tariff rate in effect from Toledo to New York, domestic. Differences to be equalized by the seller.

Trades are subject to half cent commission on corn and oats.

Where card bids are issued by any member of this Exchange, giving net prices various rate points, that member is to be governed by the following scale:

New York rate	.....15%		
" " "	.....16 1/2	%	%
" " "	.....17	7/8	1/2
" " "	.....18	1%	3/4
" " "	.....19	2	1 1/4
" " "	.....20	2 1/2	1 3/4
" " "	.....20 1/2	2 3/4	1 5/8
" " "	.....22	3%	2 1/8

The above deductions are to be made from the "Call" market quotations.

Washington County, Miss., has begun to ship corn.

The Wichita Board of Trade has organized a clearing house with L. R. Hurd, of the Red Star Milling Co., president; David H. Heenan, of the Heenan Grain Co., first vice-president; F. M. Flickinger, of the Tri-State Grain Co., second vice-president; H. Kauffman, of the Kauffman-Boyle Grain Co., treasurer; Alvin Harbour, of the Harbour Grain Co., secretary, and Henry J. Nickel of the National Grain and Flour Co., manager. On March 1 trading in futures was begun.

PERSONAL

Frank O'Keefe is now in charge of the Graham Elevator at Stanley, N. D.

Frank Krob and Ernest Kettering will manage the W. J. Flala Elevator at Ely, Iowa.

Cal Gillogly has been engaged by the Farmers' Elevator Co. of Pollock, S. D., as buyer.

L. E. Benedict, grain dealer, has removed with his family from Duluth, Minn., to Crookston, Minn.

Jerre Murphy of Royalton, Minn., has taken charge of the Van Dusen Elevator Co.'s elevator in St. Lawrence, S. D.

Frank Alexander, who has become agent for a grain elevator at Lignite, N. D., has removed his family to that place.

Ora Caron of Barton, Vt., has entered the employ of the Champlain Elevator Co., of Burlington, Vt., as traveling salesman.

Frank Payne assumed his duties as assistant manager of the Farmers' Elevator at Burton View, Logan County, Ill., March 1.

L. P. McAneney has resigned as agent for the Farmers' Grain & Shipping Co. at Newville, Iowa, to become connected with a bank.

Thomas Stende has resigned as buyer at the Monarch Elevator in Twin Valley, Minn., and has been succeeded by Mr. Carlson of Crookston, Minn.

Joseph Lacena of Lankin, Walsh county, N. D., has entered the employ of the St. Anthony Elevator Co. at Pleasant Lake, Benson county, N. D.

L. S. Harroldson has severed his connections with the Farmers' Elevator at Hardwick, Minn., and has returned to his home in Jasper, Minn.

O. C. Christofferson has resigned as manager of the Sullivan Elevator at Edgerton, N. D., on account of poor health and is now at his home in Sisseton, S. D.

M. L. Oliver has resigned as manager of the Monroe Grain, Hay & Milling Co., Monroe, Ind., and hereafter will devote all his time to buying and shipping hay from Monroe.

J. Linscott, who has been in charge of the Nye-Schneider Elevator at Martland, Fillmore County, Neb., for the past year, has taken charge of this concern's elevator at Shickley, Neb.

Two of three masked robbers who held up and relieved J. F. Landon, a collector for the Ransom Coal & Grain Co., Kansas City, Mo., of \$318 recently, have been arrested and admitted their guilt.

The tenth annual meeting and banquet of the Farmers' Grain & Coal Co. of Mason City, Ill., was held in the Lyric Opera House at that place March 7. An informal program was rendered after the business session.

Robert McCallum, who has been active in marine circles of Fort William Ont., for twenty years, has been appointed superintendent of grain trimmers at that place. He will have charge of the sixty trimmers who are given employment during the season of navigation loading the big steamers with grain.

GERMAN POTASH.

The news that the delegates of the German Potash Syndicate have gone home without succeeding in securing a compromise of the low-priced contracts held by Americans leaves a confused situation exactly where it was, with the Americans in possession of their contracts and the Germans refusing to fill them. The first of these contracts was obtained last summer from the Schidtmann mines by the American Agricultural Chemical Company at a cost to the former of their syndicate membership. After the Schidtmanns were debarred from the syndicate, they entered into contracts on the same terms with other American manufacturers for very large quantities of potash, covering a period of seven years. Then the German Government became alarmed, and a bill was introduced in the Bundesrath declaring a 20-year Government monopoly of all potash mines, creating a selling agency to control prices in all markets of the world, repudiating all contracts having over two years to run, and taxing all potash for export an amount equal to the difference between any lower contract prices and those fixed by the new syndicate. Fortified with this proposed governmental measure of repudiation, the syndicate also threatened the Americans with a trade warfare in the United States unless these contracts were surrendered. In view of this situation, the Americans offered to meet the syndicate more than half way in dividing the price difference between the contract prices and those of the syndicate. The Germans accepted this proposal, and then ran up their "list prices" to a point that made the division all in their favor. Negotiations were therefore broken off, and for the present no potash is coming from Germany.—Country Gentleman.

Correspondence solicited on grain trade matters.

IN THE COURTS

The Logansport Loan & Trust Co. of Logansport, Ind., has been appointed receiver for the Johnson Elevator Co., Logansport. Several grain concerns are creditors.

Charles P. Wills, grain dealer of Kansas City, Mo., was arrested in Cincinnati recently on the charge of underweighing a shipment to W. L. Brown, Cincinnati grain man.

The Ford Grain Co. has brought suit in the Circuit Court at Portland, Ore., against the Inland Grain Co. for \$4,160.03, alleged to be due upon oats and wheat furnished by plaintiff.

Creditors of the T. H. Bunch Co., recently forced into bankruptcy, held a meeting in Little Rock, Ark., March 2 and elected H. K. Cochran of Little Rock, trustee. The creditors represented \$400,000, practically the entire indebtedness of the failed concern. Mr. Cochran has been receiver since the failure.

H. W. Cole has instituted suit in the Superior Court at Oklahoma City, Okla., against the Segrave-Katz Grain Co. He alleges that last October he bought 10,000 bushels of corn from the concern at 72½ cents a bushel, which was to be delivered in January. He asserts that but 4,000 bushels have been delivered and that defendant refuses to fulfill the contract as to balance.

The trustees of the Hardy Grain Co., bankrupt, of Union City, Tenn., are making a payment of twenty cents on the claims allowed by the court. It is generally believed that the assets will pay, above expenses, thirty cents on the dollar, but the trustees will not likely be able to make further payment until the notes for the sale of the real estate are paid, as it was sold one-half cash and balance in one year.

The Lincoln Grain Co. of Lincoln, Neb., has instituted suit for \$400 damages against the Postal Telegraph Co., on account of improper transmission of a code telegram last July. Instead of sending the word "absolutely," a code acceptance of a Minneapolis firm's offer for 10,000 bushels of wheat, July delivery, the operator sent "absolute," meaning but 5,000 bushels. By the time the mistake was discovered wheat had dropped eight cents.

The Supreme Court of Idaho has affirmed the verdict of the Nez Perce County District Court in sentencing W. J. Hansel, convicted of making an unlawful sale of grain stored in a warehouse, to the penitentiary. It was charged that while Hansel was manager of a warehouse he received certain grain for storage and receipted therefor and afterward sold or disposed of it without the consent or authority of the holder of the receipt.

The Chicago Board of Trade has instituted suit against the Herbert E. Gooch Grain Co. of Lincoln, Neb., in the Federal Court at that place to prevent it from using quotations alleged to be taken from the Board. It is charged that the grain concern receives the quotations surreptitiously and uses them in conducting a bucket-shop. H. E. Gooch asserts the quotations have been received through the Lincoln Grain Exchange.

B. Frank Mills, grain dealer of Pittsfield, Mass., has filed a voluntary petition in bankruptcy in the United States District Court at Boston. His liabilities are \$11,392, of which \$11,364.92 is unsecured among creditors. The assets amount to \$5,511 and include debts due petitioner, \$4,711; stock in trade, \$400; horses and wagons, \$350; machinery, etc., \$50. Among the unsecured creditors are the Berkshire Hay & Grain Co. of North Adams, Mass., \$60.

A petition in bankruptcy has been filed against Jacob K. Gurevitch and Israel Lieberman, who compose the firm of Gurevitch & Lieberman, dealers in hay, grain and feed at Mount Vernon, N. Y., by four creditors whose combined claims amount to \$1,359. It is alleged that defendants are insolvent, that they transferred \$5,000 of accounts last January, gave a chattel mortgage of \$700 on horses, wagons and office fixtures, paid \$1,000 to a creditor and transferred stock to various creditors.

Edward Plank has instituted suit against the Great Western Cereal Co. for \$6,000 damages in the Federal Court at Fort Dodge, Iowa, for injuries received while employed in defendant concern's plant. Plaintiff alleges that on October 2, 1909, while attempting to remove corn lodged in the corn elevator in the basement of the feed mill another employee started the machinery in operation, with the result that plaintiff's hand was caught and permanently injured by one of the elevator buckets.

Suits of farmers against the Illinois Central Railroad growing out of the destruction by fire of the Kevil Elevator at Mayfield, Ky., in 1909, recently occupied the attention of the court at Mayfield. In all the cases it was alleged the fire was caused by a spark from a locomotive. In the case of J. R. Usher against the railroad to recover \$81 damages the jury found for defendant company. In the case of John M. Covington for \$35 damages the court found for plaintiff. Six other similar cases were also decided in favor of plaintiff. These cases are

forerunners of many other suits against the railroad on account of the burning of the elevator, the aggregate claims amounting to about \$75,000.

Arguments for the appointment of a receiver for the Duffy & Harrington Elevator in Otterbein, Ind., were recently heard by Judge Rabb of the Indiana Appellate Court in the Warren County Circuit Court at Oxford, Ind. Duffy & Harrington have been unable to agree on the management of the business for some time.

The validity of the reciprocal demurrage law is upheld by the Supreme Court of Minnesota in the case of the Hardwick Farmers' Elevator Co. of Hardwick, Minn., against the Chicago, Rock Island & Pacific Railway Co. The case was decided in favor of the elevator concern by the District Court of Rock County and the railroad appealed. The law makes it the duty of any railroad to furnish cars to persons applying therefor within forty-eight hours at terminal points and seventy-two hours at intermediate points; also to provide suitable facilities for handling the cars and to move the cars a stated distance each day when loaded. Upon failure to perform these duties the railroad companies become liable to the forfeiture of \$1 a day for each car and in addition \$50 attorney's fee if suit to collect is instituted. Shippers failing to load or unload cars within a given time also are liable to a similar forfeiture per car.

On motion of Charles A. Tucker, one of the owners of the Berkey Elevator Co. of Berkey, Lucas County, Ohio, Myron P. Anderson has been appointed receiver. In a petition filed in the Common Pleas Court at Toledo, Ohio, against the other owners, John Kahle and Jerome B. Lathrop, Tucker set forth that he, with Kahle and Lathrop, formed a partnership in April, 1904, for the purpose of doing a general grain, coal and lumber business. He asserts he invested \$3,340. This partnership continued until April, 1907, when the concern was incorporated under the old name. Tucker asserts he sold his interest to the new corporation. Recently, Tucker alleges, Kahle and Lathrop have refused to give him an accounting of the business done by the firm. He asserts that Kahle has secreted the books of the concern and that he cannot learn what bills are owed or receivable. Tucker asks that the two be compelled to pay the money due him.

A NATIONAL ASSOCIATION ARBITRATION.

The Bassett Grain Co., Indianapolis, Ind., Plaintiff, vs. W. H. Merritt & Co., Chicago, Ill., Defendant.—Before the Arbitration Committee of the Grain Dealers' National Association.—H. S. Grimes, Chas. C. Miles, E. M. Wasmuth, Arbitrators.—On March 14, 1906, defendant wrote to plaintiff as follows: "We are sending you today, a sample of some mixed oats, which we have loaded, and which we can quote to you at 30% track Indianapolis, or at 32½ track Newport News, for export. Subject to Chicago weights and grades, and draft to be paid when presented. These oats are not inspected, and we are offering them simply by sample. In case you can use any of them, kindly wire us early tomorrow."

On March 16th, defendant wrote to plaintiff as follows: "We have your letter of the 15th (letter not in evidence) and your wire of today, bidding 32 for oats like sample sent you, and we replied that 32½ was the best we could do.

"We offer you tonight, however, 10 cars, like sample, at 32½, Newport News, for export, subject to being unsold."

On March 17th, defendant wrote to plaintiff as follows: "We confirm our sale to you today, of 10 cars of sample mixed oats, at 32 track Newport News, for export. Subject to Costello's approval [Costello is a private inspector at Chicago] and subject to Chicago weights. We ordered these oats shipped out today, as they were loaded on track. The sample that we sent you was taken from these 10 cars, which were loaded at that time, but in view of the fact that Costello did not have your sample, we have had Costello send you today samples of these 10 cars, which you will receive on Monday, and you can compare them yourselves."

On March 17th, plaintiff confirmed to defendant as follows: "We entered purchase from you today, 10 cars of oats, equal to sample furnished us at 32 cts. track News, for export, 20 days shipment, subject to Mr. Costello's approval and are handing him sample today for his guidance. . . . The original sample is going to Mr. Costello today. Please do not ship until same is received."

Evidence shows that Inspector Costello received the sample sent to him by plaintiff. It also shows that Inspector Costello declined to pass the 10 cars of oats as being equal to sample. It further shows that the 10 cars of oats, which were loaded at the time sale was made, had gone forward, and that samples from each of these 10 cars had been sent to plaintiff.

Defendant made the customary draft for amount of invoice, with bill of lading attached, which was presented to plaintiff for payment, and was refused by him, on the ground that the oats shipped were

not equal to the sample, and that he, the plaintiff, claimed a difference in value of 2 cts. per bushel, on 17,968 bushels, amounting to \$359.36.

Defendant declined to allow this discount, or any other, and plaintiff finally paid the draft, under protest, claiming final settlement according to contract terms.

There is no dispute between the litigants as to the terms of the contract.

The plaintiff furnishes sworn evidence to the effect that the sample put into inspector's hands by him was the entire original sample furnished by defendant, as representing the oats covered by the transaction.

The defendant states that the sample received by Inspector Costello from the plaintiff showed oats of better quality than the one by which sale had been made.

The defendant further shows, by his own evidence that a part of the original sample, which had been retained in his office, corresponded with the oats shipped, and Inspector Costello also furnishes a certificate to this effect.

The best evidence submitted shows that plaintiff did send the actual sample on which contract was based to Inspector Costello, and it is clear from the evidence that the 10 cars did not contain oats of quality equal to sample.

Papers submitted showed, either by inference or direct statements, that the oats covered by this contract were not of a high grade.

The plaintiff submits no evidence to show the exact character of the original sample by which he made the purchase. Neither does he show the character, grade or value of the oats that he actually received on contract.

The evidence shows that plaintiff did not get oats of a quality equal to the sample on which contract was based. We have no means of knowing whether the difference in value amounted to a fraction of a cent or to two cents. The sworn statement of plaintiff to the effect that there was a difference in value of two cents is not, in our opinion, sufficient evidence on which to base a verdict in his favor for the amount claimed.

Inasmuch, however, as it has been proven that the plaintiff did not receive oats of quality equal to sample by which he bought, he is entitled to a verdict in his favor to the amount of a small fraction of a cent, which we conclude should be one-half cent per bushel, on 17,968 bushels, amounting to \$89.84; and judgment for this amount is hereby rendered in favor of the plaintiff; costs of arbitration to be paid by defendant.

SOME ARBITRATION DECISIONS.

The following arbitration decisions have been made by the Texas Grain Dealers' Association committee, copies being kindly forwarded by Secretary G. J. Gibbs:

Hill & Webb vs. Paul Ream Grain Co.—[The committee consisted of E. R. Kolp, E. W. Crouch and I. Uddike, the latter acting in the place of E. W. Rollow, regular member of the committee, Mr. Rollow being personally interested in the case.]—This is a claim filed before the arbitration committee of the Texas Grain Dealers' Association by Hill & Webb of McKinney, Texas, against Paul Bean Grain Company of Howe, Texas, for the sum of \$43.16, for shortage on four cars shelled corn sold to plaintiffs by defendant. The contract between the parties stipulated that destination weights should govern. The controversy is over the matter of weight only.

The testimony before the committee shows that the corn was shipped to Van Alstyne, Texas, and unloaded and weighed by the Van Alstyne Elevator Company, and returns made to defendant based on the weight ascertained at Van Alstyne. It is further shown that the construction of the Van Alstyne Elevator was such that the corn could not be weighed until it had passed over the cleaner. The Van Alstyne Elevator Company allowed 500 pounds for each car for screenings and dirt taken out by reason of such cleaning. The defendant objected to such manner of weighing the corn.

The defendant furnishes proof that three of the cars were properly and regularly weighed at Howe, Texas, and the committee holds that his weights on these three cars were perhaps better than the weights as ascertained at Van Alstyne, and therefore declines to allow the claim, so far as the three cars are concerned.

The fourth car, A. T. & S. F. No. 21943 was not properly weighed at Howe or Van Alstyne. The defendant weighed it in different lots, and at different times. The committee therefore divides the amount of the claim on this car, \$18.43, and will award plaintiff one-half of the claim.

The Paul Bean Grain Company is ordered to pay, promptly, to Hill & Webb, at McKinney, Texas, the sum of \$9.22, and the secretary is directed to return the deposit fee of plaintiffs.

Mathis Bros. vs. Fort Worth Grain and Elevator Co.—[E. W. Crouch and E. W. Rollow, arbitrators.]—The above claim filed before the arbitration committee of the Texas Grain Dealers' Association by Mathis Bros. of Rockport, Texas, against Fort

Worth Grain & Elevator Company of Fort Worth, Texas.

The plaintiffs seek to recover \$67.50, alleging same to be due upon a car of mixed feedstuffs bought of defendants' Houston house, on April 14, 1909, and for shipment within 15 days.

The record contains a great deal of correspondence between the parties, and discloses the fact that defendants' Houston house, or branch, was closed about June 1, 1909, and that the defendants' Fort Worth house then attempted to settle the matter with plaintiffs. The plaintiffs finally bought the feedstuffs, and rendered defendants a bill for \$67.50. The defendants, considering that the bill was excessive, declined payment, and the plaintiffs then filed this claim.

The committee finds that the sale of the mixed car was made as contended by the plaintiffs, and also finds from investigation, that on June 14 or 15, 1909, bran and shorts were worth 14½ cents per 100 pounds above the contract price, and is, therefore, of opinion that plaintiffs should recover on this basis.

It is, therefore, ordered that the Fort Worth Grain & Elevator Company promptly pay to Mathis Bros. at Rockport, Texas, the sum of \$52.20, the same being 14½ cents on 360 sacks feedstuffs as originally sold; and the secretary is instructed to return plaintiffs' deposit fee.

[Note by the secretary: The award was immediately paid by defendants, and accepted by plaintiffs.]

Texas Grain & Elevator Company vs. C. E. Epps.—E. R. Kolp, E. W. Crouch and E. W. Rollow, Arbitrators.—Claim filed before the arbitration committee of the Texas Grain Dealers' Association, by Texas Grain & Elevator Co., against C. E. Epps of Hastings, Okla., for the sum of \$10.50. The testimony shows that, on September 8, 1909, the plaintiff bought of defendant one car of chops at \$1.41 delivered Texas Group 3. This deal was made by telephone; and the plaintiff confirmed same by mail for 350 sacks, but in a letter later offered to settle for \$9.00, or on the basis of a car containing 300 sacks.

The defendant does not dispute selling the chops at the price named, but claimed that plaintiff had misrepresented the market value of chops while talking to him over the telephone and at the time the trade was made, stating that chops were worth only \$1.41 basis delivered Group 3 chops, and the plaintiff thereupon filed his claim for the difference of 3 cents on 300 sacks.

The committee finds that a contract was actually made between the parties, and therefore renders judgment in favor of the plaintiff for \$9.00, being the difference of 3 cents on 300 sacks of chops.

Sanger Grain Company vs. Hill & Webb.—[E. R. Kolp, E. W. Crouch and I. Updike, arbitrators, E. W. Rollins being disqualified, Ira Updike was appointed arbitrator in his stead.]—This is a claim filed before the arbitration committee of the Texas Grain Dealers' Association by Sanger Grain Elevator Company of Sanger, Texas, against Hill & Webb of McKinney, Texas, in which plaintiff seeks to recover \$110, alleged to be due upon a sale of two cars of bran to defendants.

The defendants deny that any purchase of the two cars of bran was made from plaintiff, and have filed an affidavit of such fact. There is no confirmation of purchase from the defendants.

The committee declines to consider the case for the reason that there is no complete record showing that any trade was made between the parties. It is a well established rule that the arbitration committee can not determine and decide controversies involving questions of the integrity of the statements made by the parties; and for this reason the case is ordered dismissed, and the secretary is directed to return the deposit fee to each party.

The following decision rendered by the Oklahoma Grain Dealers' Association arbitration committee is kindly supplied by Mr. Gibbs:

Acme Milling Co. vs. Farmers' Mills & Elevator Co.—[Whit M. Grant, W. N. Randels and J. E. Farrington, arbitrators.]—The Acme Milling Co. bought of the Farmers' Mill & Elevator Co. a car of wheat, destination weights and grades, destination Acme Milling Co., Oklahoma City, Okla. This car was short 14,160 pounds. The Farmers' Mill & Elevator Co. claim that this was an excessive shortage and that the inspector's certificate failed to show that the car was in bad condition. The Acme Milling Co. furnished defendant with mill certificate showing that both doors were bulged and in leaking condition. The evidence of the defendant failed to disclose that there was not an actual shortage of 14,160 pounds, or that there was any other advantage taken of them, in either the condition of the scales or in making weights.

We are, therefore, bound to find that the shortage was actual and that the amount claimed, \$195.84, is a just claim of the Acme Milling Co. against the Farmers' Mill and Elevator Co.; and we, therefore, give judgment in favor of the Acme Milling Co. and against the Farmers' Mill and Elevator Co. for the sum of \$195.84, and assess the

costs of this arbitration against the Farmers' Mill and Elevator Co.

Copy of the following decision rendered by the Grain Dealers' Tri-State Appeal Board of Arbitration, convened at Oklahoma City, Okla., May 19, 1909, is kindly supplied by Mr. Gibbs:

Empire Grain Co. of Oklahoma City vs. Hobart Mill & Elevator Co. of Hobart, Okla.—[S. H. Shaw, L. G. Belew and H. Work, arbitrators.]—This is a case appealed from the arbitration committee of the Oklahoma Grain Dealers' Association.

From evidence submitted there was a contract entered into by and between the Empire Grain Co. and the Hobart Mill & Elevator Co. in which the Empire Grain Co. purchased by 'phone from the Hobart Mill & Elevator Co. 5,000 bushels bulk No. 3 or better corn at 66½ cents, basis Galveston, for shipment by November 15. The evidence goes to show that the Empire Grain Co. mailed the Hobart Mill & Elevator Co. a confirmation as per the above on one of their regular confirmation blanks. This confirmation was accompanied by a letter which entered into the details more particularly, and which your board construes to be a part of the contract, and was to the effect that while the Hobart Mill & Elevator Co. were given until November 15 to fill this contract, it specifically states in the letter accompanying the confirmation that the Hobart Mill & Elevator Co. were to furnish them the first corn shipped from their stations. It is admitted by the Hobart Mill & Elevator Co. that they received this letter accompanying the confirmation, and there is no evidence to show that they protested in any manner against the terms mentioned in the letter accompanying the confirmation or to the confirmation itself.

Your committee considers that this was a violation of the contract and was a good reason for the Empire Grain Co. to refuse shipments on this contract at later dates; but inasmuch as the Empire Grain Co. voluntarily offered to bear the loss sustained by the Hobart Mill & Elevator Co. of 1½ cents per bushel on the remainder, or 3,464 bushels, amounting to \$31.96, we therefore reverse the decision of the Oklahoma board and award a verdict in favor of the Empire Grain Co., on 1,536 bushels at 5.74 cents per bushel, amounting to \$88.16, this amount having been shown to be the profit on the 1,536 bushels of corn which were shipped in October to other parties; and we charge the Empire Grain Co., as per their own proposition, with \$51.96 as per above statement, leaving a balance due the Empire Grain Co. \$36.20, which we award the Empire Grain Co., and decree that the same be paid to them by the Hobart Mill & Elevator Co., and that the Empire Grain Co.'s deposit check be returned to them and that the Hobart Mill & Elevator Co. be charged with the costs of this arbitration and also the fee of \$10 before the Oklahoma Board of Arbitration, making a total expense due from them of \$20.

The following decisions are by the Kansas Grain Dealers' Association committee, and are kindly supplied by Secretary Smiley, I. A. Pribble, C. A. Smith and F. B. Bonebrake, arbitrators:

Union Grain and Commission Co., Plaintiffs, vs. W. W. Miller & Sons, Defendants.—This is a controversy wherein the Union Grain and Commission Co. of Wichita, Kan., the plaintiffs, purchased from W. W. Miller & Sons of Anthony, Kan., the defendants, four cars of corn, this purchase having been made on May 10, 1909, two cars having been shipped on this sale on which billing was used by the defendant and a back-haul charge of 1c per hundred weight on each car being assessed, said back-haul charge amounting to a sum total of \$14.37.

From the papers submitted it further appears that said defendants did not confirm the sale of the said corn to the plaintiffs, but shipped the cars without objection and according to the billing instructions given by the plaintiff.

The contention of the defendants that there was an understanding over the 'phone that billing would be used in shipment of these cars, and that it was understood by the plaintiffs, can not be taken into consideration by your committee, as Rule No. 4, covering confirmations, was not complied with by the defendants.

It was clearly the duty of the defendants when said confirmation was received to check the confirmation and then and there make their objections; and none having been made, your committee finds for the plaintiff, and it is therefore ordered that the said W. W. Miller & Sons of Anthony, Kan., defendants, promptly pay to the Union Grain and Commission Co. of Wichita, the plaintiff, the sum of \$14.37, the costs of this case being assessed against defendant and the secretary is ordered to return to said plaintiff the deposit fee of \$5.

Emil Brunner, Plaintiff, vs. A. W. Wickham & Co., Defendants.—This is a case wherein the plaintiff, E. Brunner of Hope, Kan., sold to the defendants, A. W. Wickham & Co., of Salina, Kan., one car of wheat for shipment during July on the basis of \$1.05 for No. 2 hard winter wheat, 59 pounds or better, with cent scale for 3's down to 57.

From the papers submitted and also evidence adduced at the hearing, held in Salina on December 16, 1909, it appears that the said plaintiff filled said sale with car No. 15758 M. P. containing 899½ bushels of wheat, and same was shipped to defendant's order, Kansas City, and that said wheat on first inspection graded No. 4 hard. It also appears that the defendant called reinspection and that said re-inspection showed a grade of No. 3 hard winter wheat testing 59 No. 2, not dry.

It also appears that the said defendants refused to apply said wheat on the contract aforesaid and the said plaintiff authorized said defendants to turn the wheat over to a commission firm in Kansas City to be sold for plaintiff's account.

It further appears that a third inspection was made on said car of wheat and although a grade of No. 3 mixed, 59½ damaged, was returned by the inspection department, the account sale on said car shows that same was applied on sale of No. 3 hard wheat without dock.

Your committee finds that although this wheat graded according to contract said plaintiff, Emil Brunner, of Hope erred in authorizing said defendants, A. W. Wickham & Co., to have sold wheat for plaintiff's account, and your committee therefore denies the claim of plaintiff for \$135.45, this amount being the difference between the price at which plaintiff contracted the wheat to said defendant and the price plaintiff realized by reason of his having authorized the wheat to be handled for his account.

It is therefore ordered that the said plaintiff, Emil Brunner of Hope, Kan., pay all expenses of the case, amounting to \$20.77; and the secretary is ordered to return to the defendant, A. W. Wickham & Co., their deposit fee of \$5.

CONVERSION IN IDAHO.

The Supreme Court of Idaho, in an opinion handed down on February 22, in the case of the State against W. J. Hansel, who was convicted of making an unlawful sale of grain stored in a warehouse, affirmed the judgment of the Nez Perce County District Court. It was charged that while Hansel was manager of a warehouse received certain grain for storage and receipted therefor, and afterward sold, or disposed of it, without the consent or authority of the holder of the receipt. He was sentenced by Judge Steele to the state penitentiary.

It was urged on appeal that the receipt given for the grain had not been of the form required by statute, but without avail. The syllabus, which lays down the law in Idaho the first time in that class of cases, is as follows:

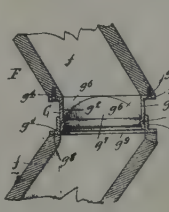
"Under the provisions of the statutes of this state, regulating the duties and obligations of warehousemen and prescribing the penalty for the violation of such duties, it is made a felony for any one operating a warehouse to sell any grain stored therein without first obtaining the written consent of the owner and holder of the warehouse receipt which has been issued for such grain; and in a prosecution for a violation of the statute the act itself of selling the grain constitutes the crime, and the motive or intent with which the sale was made is immaterial and constitutes no defense; the only criminal intent that it is necessary to show is that the act itself was done voluntarily and not under duress or any compulsion by superior force; and no specific wilful, malicious or wrongful intent is necessary."

LATE PATENTS

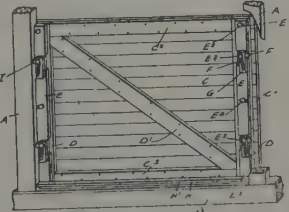
Issued on February 15, 1910.

Grain Door for Freight Cars.—Peter S. Ratzlaff, Buhler, Kan. Filed May 4, 1909. No. 949,659.

Connector for Grain Spout Sections.—John Red-



949,499.



950,025.

mond, Le Roy, N. Y. Filed July 14, 1909. No. 949,499. See cut.

Issued on February 22, 1910.

Grain Car Door.—Tony Oswald, Canova, S. D. Filed April 1, 1909. No. 950,007.

Grain Car Door.—George Paget, Charles E. Paget, and Arthur E. Paget, Huntsville, Ont. Filed January 2, 1909. No. 950,025. See cut.

Send us the grain news of your neighborhood.

FIELD SEEDS

New Orleans will have a big corn show next fall. Boys' corn growing contests are being arranged in many parts of Texas.

S. F. Mercer and J. H. Magoris have opened a seed house at Larimore, N. D.

A corn growers' association was organized at Frankfort, Ky., on February 24.

At a recent farm sale in Iowa a lot of exceptionally good seed corn sold at auction at \$8.75 per bushel.

At a farm sale near Mason City, Ia., in February a lot of 11 bushels of good seed corn sold for \$11.50 per bushel.

A "seed exchange" was conducted at Dassel, Minn., in February, when farmers who had seed for sale met buyers.

The Utah Flax Growing and Milling Co. is distributing flax seed for experimental purposes, trying to increase the yield in that state.

The Dominion government will send out free seeds only to persons living on unpatented lands, who were burned out by prairie fires in 1909.

The price of seed corn in Oklahoma has been fixed by the State Corn Growers' Association at \$3 per bushel; but it is complained by seeds men that the price is too high and will restrict sales.

The Merchants' National Bank of Wadena, Minn., on May 1 will distribute several hundred 14-oz. sacks of the new "Minnesota No. 13" seed corn; and a trophy will be given next fall for the best samples.

The Dakota Seed Co. of Mitchell, S. D., conducted by Prof. W. A. Wheeler, former agronomist at the Agricultural College, tests for germinating power every package of seed put out and the seed is guaranteed to the purchaser. For three years the Mitchell concern has made good the losses of its customers.

A "pure seed" day was held on March 9 at Crookston, Minn., under the auspices of the Polk County Growers' Association. Farmers who had good seed to sell brought it to town; and there were lectures on pure seeds by Profs. Boss, Bull and Freeman of the St. Anthony Park School, Senator Stephens, founder of the association, and others.

The Iowa Food and Dairy Commissioner has been prosecuting seedsmen who are not living up to the letter of Iowa's pure seed law. A Nebraska farmer says that with a grain grader he has increased his yields from 10 to 15 per cent. Wheat, after being run through the grader, tested 63 and 64 pounds. The seed has been graded for the last four years, making a higher test each year.

Timothy and clover seed tests made at Des Moines, Ia., by Mrs. Eva M. Page, the expert seed analyst in the employ of the state dairy and food department, shows that the seed this year is far superior to what it was last year. Some of the timothy is testing 99 per cent. The clover also is making a fine showing, though in some of it she has found that adulterants have been freely used.

The Kentucky Commissioner of Agriculture, M. C. Rankin, is getting ready to push the formation of corn growers' associations in forty counties in Kentucky this year. Out of corn grown from especially selected prize seed in ten counties of the state last season, he has sufficient seed to supply forty counties, and proposes to promote the culture of pure bred corn through the organization of growers' associations.

It is estimated that about 250 carloads of mail matter originate in the Government's free seed distribution; and that means a heavy expense to the Government, not only in buying the seeds but in distributing them. The country has been aware for some time that the free seed distribution is a farce, and attempts are made in Congress to defeat the appropriation every year; yet the congressmen cling jealously to this petty graft, so the post office department will be burdened again this year with a heavy expense which helps increase its deficit, and which does nobody on earth the slightest bit of good. In fact, it does harm; for if the agricultural department were relieved of this burden of distributing free seeds it would have that much more money and time to devote to purposes really useful.

A Memphis seed dealer says he is "selling a much greater quantity of seed of the earlier varieties, and I am sure that the trend among the farmers is toward earlier corn than they have been growing in the past. There is also a heavily increased demand for alfalfa, alsike and red clover, and there is every prospect that an amazing acreage of these crops will be planted this year; while the inquiries for lespediza or Japan clover is the largest we have known for several years. "This is conclusive proof to me," he says, "that the farmers of this section have satisfied themselves of the fact that these crops can all be grown at a profit—or, to put it more clearly, that it will pay them better to put part of their land in crops like these." He adds: "I have never known the demand for all sorts of

forage crop seeds to begin so early nor with so much sign of breaking all records."

At a seed corn test at Fort Dodge, Ia., finished on February 25, showed that corn not picked for seed tested only 1 per cent good for seed corn. Other corn selected for seed tested from 40 per cent to 65 per cent, a poor result, considering that great care was taken to keep the tester at even temperature and give the corn the best chance possible.

GOLDEN FLAX SEED.

The dealers at Minneapolis have become much interested in the new golden flax seed recently put on exhibition at the Chamber of Commerce. It was obtained in Idaho by Wm. Dalrymple of the Dalrymple farms on Red River. It is a bright yellow in color and is said to give 5 per cent more fuel and oil than the familiar brown. The seed was originally imported from India by representatives of the American Linseed Company, who sent it to Idaho, where last season there were grown about 800,000 bushels, worth a heavy premium (50c) over the brown seed. The seed shown at Minneapolis will be sent to the Dalrymple at Casselton, N. D., and there planted. This variety is not recommended to farmers, however, by the experts.

A MECHANICAL POLLENIZER.

Owing to the decrease in the numbers of the native bumble bee, there has been an appreciable decrease in the yield of clover seed, due to lack of pollination. To offset this Jas. M. Dennis of Cambridge City, Mo., has invented a mechanical pollenizer to insure an equal distribution of the pollen and a consequent increase in seed. From 75 to 100 acres can be fertilized in one season with it. "A test of the machine was made on a 10-acre clover field at Cambridge City last August," says the Indiana Farmer. "One-half was pollenized by the machine and the yield was 501 pounds of seed on three acres, the other two being drowned out. This gave 167 pounds to the acre. The one-half not pollenized yielded 228 pounds or 45 3-5 pounds per acre. Grain sacks filled alike from these two yields and weighed showed that the pollenized seed were 26 pounds heavier than those in the unpollenized part."

GOVERNMENT SEED LABORATORIES.

The Agricultural Department will examine and report promptly as to the presence of adulterants and dodder in any samples of seed submitted for that purpose. According to the location of the sender these may be submitted to the Seed Laboratory, at Washington, D. C., or to any of the following laboratories maintained through the co-operation of this department: Branch Seed Testing Laboratory, Agricultural Experiment Station, Columbia, Mo.; Branch Seed Testing Laboratory, Agricultural Experiment Station, Lincoln, Neb.; Branch Seed Testing Laboratory, Oregon Agricultural College, Corvallis, Ore.; Agricultural Experiment Station, Purdue University, Lafayette, Ind. Each package should be marked with the name and address of the sender, and where more than one sample of seed is sent the package should be numbered or identified in some way so that the sender can identify the reports. Tests will be made in the order that samples are received.

GRASS SEED ADULTERATION.

The Department of Agriculture, in Circular No. 31, makes report of results of grass seed inspections in 1909, which on the whole are most encouraging to honest dealers and consumers. In all, 1,814 samples were secured by Edgar Brown, botanist in charge of the seed laboratory, and the circular in question finds it necessary to publish the names of the sellers of only 69 samples found to be adulterated or misbranded.

Going into some particulars, it appears that of 359 samples of alfalfa seed, 107 contained dodder but none had been adulterated. Of 630 samples of clover seed 54 (less than 10 per cent) contained dodder, against 50 per cent for the year preceding. This marked purity of the sample of 1909 is attributed to the low price of clover seed for 1909 seeding and the small quantity of European seed imported. Of actual grass, however, not so much could be said; percentage of sample found adulterated (55 out of 379, nearly 15 per cent) about the same as in 1908. The adulterants were meadow fescue, or rye grass, or both. Kentucky blue grass seed, on the other hand, shows a great improvement in quality. Of 446 samples, 14 were found to be wholly or in part Canada blue grass; but last year (1908) the number of adulterated samples was 39. The circular concludes:

"On the whole, the results of this work for the year are very encouraging. No adulterant was found in the seeds of the two staple forage crops red clover and alfalfa; there was a decided reduction in the number of samples of adulterated Kentucky blue grass seed, and no increase occurred in the number of samples of adulterated orchard grass seed. The percentage of samples of red clover seed which contained dodder was only one-fifth of

what it was a year ago. Of the 40 firms whose names are published in this circular as selling adulterated seed, only 19 have been previously published for the same reason, indicating that the result of publication has been to deter dealers from continuing the sale of adulterated seeds. Of the 19 names in this circular which have previously appeared, only 8 have appeared more than once."

PROF. BOLLEY ON FLAX WILT.

Prof. H. L. Bolley continuing his studies of flax-sick land which ultimately will produce no flax at all if the farmer persists in planting it on the same land year after year, finds it is "due to a parasite which may be spread by way of seed which has been threshed from a diseased crop. The disease is a fungus or parasitic plant which grows inside of the young flax plants, similar to the manner in which the smut plant attacks the wheat, only it soon kills the flax plant or causes it to wilt."

Experiments with old and new lands,—that which had been planted to flax until it refused to grow it any longer, and new breaking, where wilt was found although but seldom,—have demonstrated that the disease is planted with the seed like the smuts. The disease therefore can be avoided, since some fields were found on which the owner had raised their own seed and had sowed it on same land for several years without the appearance of any disease, thus showing that as in the case of smut in wheat, if one has clean seed he had best not exchange unless he knows that the new seed is free from disease. The parasite lies in the ground for several years, living upon old flax straw, etc., even remaining after two or more crops of wheat.

CANADIAN BEAN SITUATION.

Among the various papers read at the recent annual meeting of the Michigan Bean Jobbers' Association, none were spoken of with more satisfaction than the following by N. H. Stevens of Chatham, Ont., on the "Canadian Bean Situation." The Canadian crop is small compared with the American and besides that Canadians are consuming more beans than they did formerly, so that they will themselves eat nearly, if not all of their production, as they did of the crops of 1907 and 1908. As to the crop of 1909 Mr. Stevens said:

"Canadian farmers have a good many farmers' institutes and discuss important questions that apply to the product of the farm, in producing crops, harvesting and last but not least, in marketing the crop. We believe the advice generally to farmers from their institutions has been to hold back their grain and their beans; and although today over half of the season for consuming beans, or getting the beans to the place of consumption,—namely, distributed among fishermen, lumbermen and mining districts,—has passed by, yet from the best information that I can get, it appears that fully one-half of the quantity of beans raised in 1909 is still in the farmers' hands, held for higher prices. Whether they will be able to force the price up or not will take time to tell. As soon as spring comes and the gardens produce vegetables, and the hens get off of their strike and all start laying again, so that we will have plenty of eggs and vegetables, people can live without buying beans at an extortionate price, and the farmer may be glad to sell his beans at the present prices or less. Many a venturesome business man, who has been honored with the title of being called a 'bull' has held his grain too long and markets have broken and he has suffered a heavy financial loss; and if the farmers play at the same game, it is possible they may experience the same results.

"The quality of our beans grown in 1909 is very good. The average quality would pick scarcely over two pounds to the bushel. The beans are hard and should save well, so that the farmer is not likely to have much loss by beans being damaged while in his granary.

"We probably had about 50,000 acres of beans in Canada in 1909 and produced about 850,000 bushels.

"The first beans to market bought on a hand-picked basis brought the farmer about \$1.70, but they dropped down in price until about \$1.50 on a hand-picked basis was paid. Today the farmer is getting about \$1.80 basis hand-picked, delivered at the warehouse.

"As stated in the paper I read at this association last year, I think there is plenty of room for our farmers to improve on their methods of growing beans. They either want to plow their ground in the fall and then cultivate it once or twice in the spring before planting their beans and then put the cultivator on again just as soon as the beans are up high enough to permit them to do so, and cultivate the ground frequently until the beans are too large to work between the rows, so as to keep the ground moist, or else turn over a good sod. If it had two or three inches of grass it would be all the better. Turn it over fairly flat; harrow it down and plant your beans. By the time the beans are in blossom the roots would be taking their support from the decaying sod that was turned under, thereby making a strong plant that would get nourishment just when the pods are forming and filling;

and they would be quite sure of a good crop of beans. After removing the beans the ground is in excellent condition for winter wheat; and if they would seed the winter wheat with clover and timothy, after removing the wheat the next year they could take off a crop of hay and turn the sod again for beans. In this way their farms would not run down but would actually improve by being enriched by the roots of the grass, which would act as a crop of fertilizer.

"Then again, we cannot advise the growers of beans too strongly to plant the very best of well-screened hand-picked beans. What is giving our people small crops and poor quality of beans in many cases is the poor seed they plant to produce beans that will bring the top price. They want to be as pure of one kind as possible. Large and small beans mixed do not sell well in the market. The chances are the seeding of different kinds of beans, such as the very small beans, much smaller than the pea bean; but pea beans and medium beans, mixed and planted together, do not ripen evenly and therefore they cannot harvest the crop in good condition; one stock of pods ripening earlier than another is always unprofitable.

"I do not pretend to teach the farmer how to raise beans, but give more of my own experience for many years raising beans on the farm, and since then I have handled beans,—which should give me an experience equal to anyone producing beans in our country today.

"The Michigan Bean Association, I understand, is not in opposition to the interest of the farmers. We are here to learn from the experience of others the best methods of producing beans, of protecting the soil and the best system of placing beans on the market; and the Michigan Bean Association has done much to reduce the portion of waste and expense in producing and marketing beans; and what is saved in this way practically all goes into the farmer's pocket as the competition between bean dealers allows them only a fair margin of profit for their services."

THE QUALITY OF SEED CORN.

From all parts of the corn belt come warnings that the quality of seed corn as gathered by the farmers themselves is very poor. Prof. P. G. Holden of the Iowa State College at Ames, in a report made public in February, says the seed of that state to be planted this spring "is the worst in years" and that "extreme caution" should be exercised by farmers. During the short course of the college all of the 786 samples of corn entered for prizes were tested for vitality, the percentage reported strong being only 66; weak, 14 per cent and bad 20 per cent. Seed tests, where not already done, should be made immediately.

In Nebraska the Omaha Commercial Club took the lead in an investigation of the seed question, finding from its own tests that a very high percentage (78½) of the corn submitted was worthless as seed. Seed in the northern part of the state was reported particularly bad. The Robertson Bros. of Waterloo, seed growers who buy from 250,000 to 300,000 bushels of seed corn annually, have made from thirty to forty tests a day since December 1, of corn from all parts of the state. Their findings, as reported to the Omaha Bee, show that 50 per cent of all corn gathered before the freeze of October 13 will not grow and that of the corn which was gathered and cribbed since that time, scarcely any will grow. Regent Copeland of the University of Nebraska says that he has his doubts about the germinating qualities of seed corn which was gathered early and that the corn which is still standing, and which is the best to be found in the state, is also in a bad way. Daniel F. Kiser, a prominent Cass County farmer, reported at Plattsmouth recently his experience in testing corn for seed this year. He says he made two different tests. The first was from 120 ears of corn and only the corn from twenty-four grew, while of the next 120 ears only fourteen ears came up to the requirement.

The Purdue University Station in a special bulletin says that a large part of the Indiana corn that was not fully dry when the sudden cold weather set in in December will be unfit for seed. The germ was frozen; and in Central Indiana Agriculturist A. C. Wiancko of the University found as much as 90 per cent of the seed corn worthless. He also discovered that this condition was not local, but general throughout the state.

Prof. O. D. Center of the University of Illinois says that as a result of the freezes of October 12 (31°) and 13 (21°), a very large proportion of the seed corn of Illinois is of "impaired vitality," a large part of the seed having been saved after those dates. "Since October 12," he says, "we have examined the seed condition of corn exhibited in twenty different corn shows, which represent the seed saved in no less than sixteen counties. In addition to this we have secured seed samples from sixteen progressive farmers of the state who are known to give their seed corn more than ordinary attention. Without a single exception, we have found the seed condition at the different corn shows to be uniformly bad. It is the exception to find a

ten-ear sample without an ear either unmistakably dead or else so doubtful as to render it very risky to use for planting. Of the samples secured from the different farmers, there were but four out of the sixteen whose seed was so uniformly good as to render unnecessary a careful ear-to-ear test."

This being true of the experts, what can be expected of the general run of farmers who are not at any time careful choosers of their seed?

On the other hand, Prof. TenEyck of the Manhattan Station, Kansas, says that the corn that has been in the fields during the freezing weather of the past winter is not killed. He recently finished germination tests and the corn tested showed a high average of vitality. In some samples the per cent was as high as 95 and in some as low as 80 per cent. The tests (more than 100) were made from samples sent in from over forty counties. The reason for the excellent condition of the corn after being subjected to the weather since last fall, in the estimation of Prof. TenEyck, is because that the corn was fully matured before the cold weather set in. However, notwithstanding the fact that these tests have proven that most of the corn in Kansas will do for seed, Prof. TenEyck urges the farmers to give their corn germination tests before planting.

O. C. Gregg of Minnesota, a well-known authority, in a lecture before the "Corn and Clover Convention" on February 23 at Grand Forks, N. D., as reported, "told of some corn which had remained outdoors all winter until about three weeks ago, which had been tested with 100 per cent of fertile kernels." An instance was related by some one in the audience of corn which had been out until the next spring in the shock and then sprouted and grew. Mr. Gregg said he didn't believe there was another state anywhere that had drying falls that would make this possible. He made the statement that in corn which contained any perceptible moisture, in case of freezing, there would be a breaking up of the seed cells that would make the corn worthless for seed.

Harry Kress in his "white letter" of February 16 says he has investigated the germinating quality of Ohio seed corn and finds that "out of the first ten thousand bushels tested, 65 per cent showed germinating quality; out of the second ten thousand bushels it averaged 79 to 80 per cent. This corn was fresh from the farmer; and you will note that only 72½ per cent of it averaged germinating quality."

OATS TESTS IN NEBRASKA.

The Nebraska Experiment Station has just issued Bulletin No. 113, entitled "Oats," discussing the results of some twenty variety tests, different rates of sowing, and the cultivation of oats. Some of the tests have covered a period of five years. The varieties can be summarized into early types and late types. The early varieties, ripening on an average July 11th, have averaged 53.9 bushels per acre, while the late varieties, ripening on an average July 20th, and have given an average yield of about 40.1 bushels, a difference of about 14 bushels per acre as an average for five years in favor of the early varieties of oats. Sixty Day Kherson, and Texas Red, among the early varieties, are the ones most highly recommended. Among the late varieties, Lincoln Oats have given the best results.

Various rates of seeding Kherson oats have been tested since 1903. Results have shown in general that about eight pecks per acre gives best results when the Kherson oats are drilled and about ten pecks per acre when they are sown broadcast. However, the rate of seeding depends somewhat upon the variety of oats used, it being demonstrated that with a small-grained variety of oats, like Kherson, eight pecks will furnish about as many plants per acre as fourteen or nineteen pecks of larger grained varieties. It has also been demonstrated that when the planting is thin the plants tiller freely, and almost as many heads per acre are produced where four pecks is used as where eight pecks is used, due to the stooling of the oats under thin planting.

Cultivation tests since 1898 have shown that it is not advisable to plant oats in drills wide apart except in a very dry season, when drilling twelve inches apart gave fair results. Where oats have been sown the ordinary way with a drill and harrowed from one to three times soon after the oats came up, an average increase in yield of 4.8 bushels for a period of seven years has resulted. However, where the oats were sown broadcast, harrowing has given a slight decrease in yield, due to the fact that many plants were destroyed in harrowing. It is recommended that oats be drilled and harrowed.

Residents of Nebraska, whose names are not on the Station's mailing list may obtain this bulletin free of cost by applying to E. A. Burnett, director of the Experiment Station at Lincoln.

The spring movement of renters in Illinois and Iowa has begun, and in consequence considerable corn now in the field will be abandoned in all probability.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Bill of Lading.

A seller of cotton, pursuant to instructions from the buyer, shipped it to the buyer under a bill of lading, in which he was named as shipper and a bank as consignee, the bill stating that the buyer should be notified, and the seller drew a draft on the buyer, payable to the bank, and the bill of lading was attached to the draft, which was deposited by the seller. The buyer paid the draft, and subsequently it was ascertained that there was a deficiency of several pounds. Held, in First National Bank vs. Wilkesbarre Lace Manufacturing Company, 50 Southern Reporter 153, that the bank was not liable to the buyer.

Uncertainty as to Time of Passing of Title to Wheat.

In the ordinary course of business pursuant to a sale on the floor of the Minneapolis Chamber of Commerce of grain for future delivery after inspection, the seller notifies the buyer of the application on the sale of the grain in the cars on the tracks in the yards at Minneapolis; and the elevator having been designated by the buyer, the seller gives switching orders to have the cars sent over the proper transfer tracks to the elevator. The wheat is there unloaded and weighed, and a bill of the amount sent to the buyer, who is required to pay the cash. The Supreme Court of Minnesota holds (E. L. Welch Co. vs. Lahart Elevator Co., 123 Northwestern Reporter, 821) that it is a question of fact whether the parties to such a transaction intend that the title shall not pass until payment is made, or passes at the time of giving the notices of application.

In this case the plaintiff sold, in February, 5,000 bushels of wheat to one Mohler, to arrive at any time to June 1. On April 22, 23, Mohler signified his acceptance of four carloads of wheat, and the plaintiff sent to him notices of application. The wheat was used by Mohler to partly fill a sale he made April 13 to the defendant, but he found that he could not pay for it, and the plaintiff brought this action to recover from the defendant the value of the wheat which it had received. The court does not think it conclusively appeared from the evidence that title was transferred by giving the notices of application.

The difficulty in this case, the court says, was to discover when the parties intended the sale to become complete. The February contract, made on the floor of the Exchange, was what is called executory. That is, it was immediately binding upon the parties, but was to be executed in the future. Title to the wheat did not pass at the date of the contract, because it was a present agreement for future delivery of grain upon payment of cash. The fact that nothing further remained to be done by the seller to complete delivery after giving the switching order was evidence tending to show that it was the intention to part with possession and title at that time. But there were other facts giving rise to other inferences. The switching order was not delivered by the seller and executed by the railroad company until some time after the notices of application were sent by the plaintiff to Mohler. The seller still held the bills of lading, and until unloaded the cars were still under its control. This was very important, as bearing on the question of delivery. It was consistent with the claim that delivery was not complete until the grain was weighed.

The question at issue might be illustrated by inquiring what the relation of the parties would be had the deal taken place outside of the Exchange. Let it be assumed that Mohler purchased the grain for his own use as a mill man, and had directed it to be delivered to himself at elevator "L." Under such circumstances payment and delivery at the elevator would have been concurrent and mutually dependent acts, and title would not be presumed to pass on delivery, unless accompanied by payment. The main point of distinction between the case before the court and one of that character was the fact that the sale in question was made on the floor of the Exchange, according to the usual course of business pursued there. But if the custom was established that title passed upon the giving of application notices, the record in this case failed to show it, and the parties to this transaction did not proceed in accordance with such understanding. The question of when title passed and when delivery was completed should have been left to the jury. It was error to direct a verdict for the defendant.

M. J. Fearer, crop expert, with B. E. Baker of the Duluth Board of Trade, has been selected as manager of the Producers' Co-operative Market Association. Mr. Fearer for sixteen years was country buyer for Cargill & Co., and for several years past has been crop expert for B. E. Baker.

The CO-OPERATIVES

The stock holders of the Farmers' Elevator Co. at Inwood, Ia., have voted to liquidate their affairs and reorganize.

The business of the Farmers' Elevator Co. at Gottenberg, Neb., fell off 100,000 bushels in 1909, compared with 1908, the mills taking the bulk of the wheat at a premium.

The Farmers' Elevator Co. at Hutchinson, Minn., earned a net profit in 1909 of \$1,650, on a business between June, 1909, and February 1, 1910, of 143,000 bushels of grain. No profits were distributed, however.

Dividends declared: Cortland Farmers' Elevator Co., Cortland, Neb., 10 per cent; Farmers' Grain and Live Stock Co., Ashland, Neb., 100 per cent; Farmers' Elevator Co., Heaton, N. D., 40 per cent; Farmers' Elevator Co., Gottenberg, Neb., 8 per cent; Mower County Farmers' Elevator Co., Austin, Minn., 20 per cent.

DOMINION ASKED TO BUY TERMINAL ELEVATORS.

A delegation of Western farmers appeared at Ottawa on February 23, and made a demand on the Dominion Government that the terminal elevators at Port Arthur be purchased and controlled by that government. The chief complaint made by the delegation was against the practice of mixing grain and the manipulation of grades, which, they claim, is going on. It was claimed also that the elevator men got credit for impurities, although they do not clean grain at terminal elevators.

The delegation was informed that their recommendations would receive serious consideration, but it was pointed out that the taking over of elevators would involve a heavy expenditure. The difficulty of putting through legislation at this late stage of the session was also dwelt upon.

These elevators, except the C. P. Ry. houses at Fort William and King's at Port Arthur, are all now controlled absolutely by the line companies operating in the interior; and they have come into conflict with the exporters. The trouble is over the amount of the carrying charges, and also over the question of obtaining grain to fill contracts. The exporters have found themselves in a position where they have not been able to offer wheat to Britain because they could not buy it from terminal houses, and practically none of them operate lines of interior elevators. The line elevator companies frequently do an export trade also, making themselves competitors of their own customers, the exporters.

A conference of these interests was recently held at Winnipeg; and it is said that the exporters laid down the ultimatum that unless the elevator men "loosen up" they would throw in their influence with the Grain Growers' Association and demand that the government take over the terminal elevators.

SASKATCHEWAN GRAIN GROWERS.

The annual convention of the Saskatchewan Grain Growers' Association was held at Prince Albert in February. The association's jurisdiction, according to President Hopkins' annual address, covers all activities of the farmer, present and prospective, as well as has supervision over the material things of his daily life. Most of the subject matter of the convention's action was outside the purview of a paper of this kind.

A complaint was made by resolution against the high tariff on agricultural implements and its removal was demanded.

The matter of public ownership of grain elevators came up, when Hon. W. R. Motherwell explained the position of the government as to the selection of the commission to manage the operation of the elevators when under government control, or ownership. This body, he said, would consist of three farmers, two appointed by the Grain Growers' Association and one other outside of the Association; an elevator expert, whose advice the commission should have in regard to operation, and so forth, and an economic expert.

The following resolution was then moved by E. Paynter, and seconded by G. Ross, that

"Whereas, The farmers of Saskatchewan were led to believe through the announcement of the legislative committee that steps would be taken to handle the crop of 1910; and

"Whereas, A quarter of the time had elapsed without apparent progress being made; therefore, be it

"Resolved, That we express our keen regret that the government is not in a position to announce the appointment of the promised commission; and, further, that the executive be requested to nominate three men as members of the commission."

The whole matter was finally dismissed without action, as it appeared negotiations with the government were not finished.

However, the following was passed:

"Whereas, Nearly all terminal and transfer stor-

age elevators are owned and operated by dealers in grain; therefore, be it

"Resolved, That pressure be brought to bear on the federal government to immediately acquire a system of terminal and transfer elevators, not only in the East, but also on the Pacific Coast."

SOUTH DAKOTA FARMERS' GRAIN DEALERS' ASSOCIATION.

The annual convention of the Farmers' Grain Dealers' Association of South Dakota was held at Sioux Falls in February. There were about 800 farmers present during the sessions.

The Association's first work was to elect officers, as follows: President, G. M. Bauer of Mt. Vernon, re-elected; sec'y-treas., E. M. Doyle of Letcher. The election was accompanied by a kick on the nominating committee method, as required by a by-law, and the by-law was wiped out.

The Honorable E. G. Dunn trotted out the line-elevator bogey-man, with his usual "masterly and convincing eloquence":—"If you go home and do nothing after this convention adjourns, all your efforts here and the efforts of those who have met with you will avail you nothing, and in the end the other fellow, the line-elevator man, will get you." This was but one of several set speeches by Mr. Dunn during the course of the convention—"all first-class."

Resolutions were adopted condemning the "present system" of making railroad tariffs; demanding more cars; approving the good roads movement; demanding a reduction of freight rates, and that the Government take over the express business and make it part of the postal service; demanding a parcels post; opposing "gambling in grain"; demanding Federal inspection of grain; demanding a 100-lb. grain unit; and others on local matters.

ILLINOIS FARMERS' MEETING.

The Illinois Farmers' Grain Dealers' Association met in annual convention at Peoria on March 2 and 3, with city newspaper reports of 500 persons present.

The first business was to elect officers. The following were chosen: Thomas Lamb, Jr., of Bement, president, re-elected for third term; J. C. Saylor of Cissna Park, first vice-president; W. T. Waller of Monica, second vice-president; J. B. Abbott of Mason City, treasurer; E. M. Johnson of Pontiac, D. Brumbach of Gilman and J. R. McCabe of Ludlow, directors.

The secretary's and the treasurer's reports were favorable; 34 new members were admitted during the year.

"Farm Organization" was the subject of an address by Prof. Davenport of the Agricultural College, University of Illinois, Urbana.

The discussion on, "To what extent should the directors of a farmers' grain company control its policy and business management?" was led by D. Brumbach of Gilman.

The evening session was devoted to an entertainment by the Peorians at the Coliseum. Geo. Breier was master of ceremonies. There was music and an address of welcome by T. A. Grier, response by E. M. Johnson. This was followed by Hon. Chas. Adkins and Att'y Jos. Weil. The entertainment concluded with some vaudeville stunts by Main Street Theater talent.

The meeting was disappointed by the non-appearance of Senator LaFollette, who had been advertised, but the time was filled by James Manahan of Minneapolis and Walter Drew of Madison, Wis., the latter one of the Senator's former lieutenants. Then, of course, there was E. C. Dunn to "whoop 'em up" (several times a day in set speeches) and M. R. Meyers of Chicago, who is in some kind of a universal co-operative company.

In a business way J. A. McCreery of Mason City was re-elected president. The directors added some hundreds of dollars to his salary. A fixed permanent headquarters, not the Secretary's home, may be established by the directors in September.

The directors also ordered that the 1911 meeting be held at Springfield.

A number of technical papers were read during the sessions, in the few brief intervals of Dunn's numerous speeches.

The following resolutions were adopted:

Whereas, It is recognized that the only real basis of national wealth is the product of our agricultural industries; and

Whereas, It is now conceded that it is only their aiding one another in co-operative bodies that the agricultural interests of the state can be protected and developed; and

Whereas, It is becoming a notorious fact that the great systems of wealth are attempting to control our press and platforms; and

Whereas, The corporation laws of Illinois are framed for profit-sharing industrial corporations and are inadequate and unfitted to the organization of cooperative enterprise; therefore, be it

Resolved, That we urge the Farmers' and Grain Dealers' Association of Illinois to take steps to actively aid and assist in the organization of co-operative elevator companies to the end that the

farmers of this state may be brought to realize conditions, and be educated and enlightened as to the best methods to free themselves from commercial despotism; and be it further

Resolved, That we are unalterably opposed to the inefficient or dishonest methods which have allowed the great natural resources of this country to be secured and controlled by a few individuals; and we demand that the national administration carry out in letter and in spirit the progressive policies of Theodore Roosevelt; and be it further

Resolved, That there must be no compromise with dishonesty; that we demand the enforcement of law, even though it appears that such enforcement will disturb business interests. If our prosperity is based on dishonesty and disrespect for law, it is a false security and should be torn away and honest structure builded; and be it further

DOCKAGE OPPOSED.

Resolved, That we demand honest efficient methods in the handling of grain at market centers, and we are unalterably opposed to a dockage system of any kind as we are to the present system of taking discounts on off grade grain. We denounce as unfair and inequitable the present method of discount subject to the moisture test, thus preventing a discount of grains on 19 1/10 moisture corn; equal to corn showing 21 9/10 per cent moisture; and be it further

FEDERAL INSPECTION.

Resolved, That we favor the inauguration of a system of Federal inspection in the grading of grains, similar to the action of this Association in 1909; and be it further

CHAUTAUQUAS.

Resolved, That we condemn the effort now being made to place our Chautauqua programs in the hands of centralized bureaus, and urge our farmers to demand that the Chautauqua Association remain free from bureau influence, thereby enabling them to arrange programs of real worth and educational value; and be it further

SLASH AT THE "ORGAN."

Resolved, That we approve and indorse the action of our board of directors in the strong and vigorous action taken by them to prevent the union of the aim and objects of this Association with any other enterprise of whatever kind or character; and we ask that our officials be ever on the alert to protect the interests of the people and that they prevent in so far as lies in their power the exploitation of the people by trade combinations, political trickery or industrial dishonesty; and we ask our officers and directors to remain free from all entangling alliances to the end that this Association as a body may not suffer from the errors of judgment sometimes made by individuals; and be it further

Resolved, That we recommend to our board of directors that they issue a pamphlet on the proceedings of this convention, and containing all other information pertinent to the Farmers' Elevator Association.

GOOD ROADS.

Whereas, The farmers of Illinois who with their families constitute a population of 1,500,000 souls and who pay for and support our public highways should have the greater voice in designating the cost and kind of these highways; be it, therefore,

Resolved, That the farmers of Illinois, for whom we speak, earnestly recommend a much freer expenditure of money to develop and improve our roads by draining the grades and the incomparable service of the drag which has already wrought a revolution in the improvements of our country roads, especially in the black belts of Illinois.

SHIPPERS' CLUB DOCKAGE.

Whereas, There has been an attempt on the part of certain buyers of the Chicago Board of Trade to establish what we believe to be a pernicious system of dockage on car lots of grain received at that terminal center, the Farmers' Grain Dealers' Association of Illinois composed of 225 co-operative grain companies with a membership of over 40,000 grain growers, do hereby respectfully protest against any dockage whatever; be it

Resolved, That this Association commends the action of the officers of the Chicago Board of Trade in disapproving of any such system and forbidding any member to exact dockage of any purchasers whatsoever.

State grain inspectors are now stationed at Montevideo, Minn., and every carload of grain is examined on the track and samples sent to Minneapolis per express. When the car arrives there the grade is at once reported without further inspection.

Although the Argentine corn crop has been reduced by locusts and also by late frosts and drought, a special correspondent of the Corn Trade News says: "In my opinion, the possibilities of the crop are immense, but the risks from drought and locusts are proportionate." He adds further that, "corn is not, as a rule, grown in quantity at a distance of more than 200 miles away from the ports, beyond that railway freights are too heavy."

FIRES-CASUALTIES

The elevator of M. S. Lee at Aneta, S. D., was destroyed by fire February 26. The insurance is \$10,000.

The International Grain Elevator at Clearwater, Minn., was destroyed by fire of unknown origin recently. About 700 bushels of grain were consumed.

Fire of unknown origin destroyed the N. B. Harrell Corn Elevator at Celeste, Hunt County, Texas, recently, causing a loss of \$1,200, with no insurance.

The Federal Elevator and Goose River Mill at Mayville, N. D., were destroyed by fire recently. The fire department was handicapped because of frozen hydrants.

Floyd Shepard, manager of the elevator at Skyberg, Goodhue County, Minn., was burned about the face recently when gasoline exploded while he was cleaning the engine.

The elevator of the Tucker Coal & Grain Co. at Tucker, Ill., six miles north of Kankakee, containing 45,000 bushels of grain, was destroyed by fire March 7. Insurance \$12,000.

Part of the big grain elevator of the Newark Grain & Hay Co., Newark, N. J., collapsed recently and about 4,000 bushels of oats were precipitated to the ground. Employees escaped injury.

Fire that was either of incendiary origin or caused by a spark from a locomotive destroyed the Atlas Elevator and lumber yards at Belden, Neb., recently. The loss is covered by insurance.

The Stanard Grain Co.'s storehouse at South Schenectady, N. Y., containing much grain and hay, was attacked by fire recently, resulting in a loss of \$3,000. The origin of the fire is unknown.

The elevator at Bay City, Wis., owned by Larson & Swanson was destroyed by a fire caused by a defective chimney recently. About \$3,000 worth of grain is a total loss, but the building was insured.

Fire caused by an overheated journal destroyed the large grain elevator in Cygnet, Ohio, owned by Sneath & Cunningham of Tiffin, Ohio. Volunteer firemen fought the flames. Loss \$10,000, with \$7,000 insurance.

While examining the condition of the grain bin Ole Larson, agent for the Minneapolis & Northern Elevator at Reynolds, N. D., who had ascended to the top, lost his balance and fell to the floor, losing his life.

As the result of the giving away of three seams of one of the new storage tanks 25,000 bushels of wheat were recently spilled to the ground at the Larrabee Mill in Hutchinson, Kan. The wheat was not damaged.

A crib containing 1,000 bushels of corn belonging to Claude Perry at Campbellsville, Ky., was destroyed by fire, believed to have been caused by a mouse chewing a match, recently. The loss is \$900, with no insurance.

Charles Starry was whirled around the main shaft at the King Elevator in Yankton, S. D., recently until he became unconscious. Manager A. W. Mikota shut down the machinery when he heard the man's cries, saving his life.

Fire starting from the stove in the office destroyed the La Crosse Grain Co.'s elevator at Sutton, Mower County, Minn., recently. About 3,000 bushels of oats and 600 bushels of barley were consumed. The elevator will be rebuilt.

The big Niagara Elevator of the New York Central railroad at Buffalo, N. Y., was destroyed by fire recently. There were many narrow escapes from death by firemen when heated strips of corrugated iron fell from the structure. Loss \$85,000.

The plant of the American Maize Products Co. at Roby, Ind., was damaged to the extent of \$30,000 by an explosion and fire recently. The sprinklers were put out of service by the explosion and the fire had to be fought from the outside.

A fifty-gallon can of gasoline exploded, causing a fire that destroyed the elevator at West Sioux Falls, S. D., owned by Blake Peterson, recently. The loss is \$10,000, partly covered by insurance. A part of the roof was blown from the building.

Fire believed to have been of incendiary origin destroyed the elevator and warehouse of the Midland Elevator Co. at Muskogee, Okla., recently, entailing a loss of \$75,000, about half insured. Twenty thousand bushels of corn were consumed.

The Minneapolis & Northern Elevator at St. Thomas, N. D., was destroyed by fire recently before the fire department could be summoned. The structure contained about 5,000 bushels of wheat and other grain. The elevator and contents were well insured.

Frozen hose and hydrants handicapped firemen in fighting a fire that destroyed the grain elevator and mill of B. F. Tucker at Greenwood, Ind., recently. The third floor of the structure was ablaze before the flames were discovered. For a time it was feared that Cook's Elevator and other build-

ings adjoining would be destroyed. The origin of the fire is uncertain. Loss \$10,000, with \$5,000 insurance.

The big warehouse at Lyman, a few miles north of Willow, Cal., was destroyed by fire, believed to have been started by hoboes, recently. The structure contained 100 tons of wheat and was owned by the Willow Warehouse Association. The loss is \$5,000, with small insurance.

The grain elevator, general store and residence of H. F. Duquaine at Coleman, Wis., was destroyed by a fire which started in the store recently, causing a loss of \$40,000. Members of the Duquaine family had narrow escapes. The loss is covered by insurance and the elevator will be rebuilt.

Because of defective hose, firemen were unable to save the Walters Elevator at Lennox, S. D., from flames recently. When the water was turned on it was discovered that the hose was frozen. By the time the hose was thawed out the building was doomed. The fire is believed to have started in the engine room. The capacity of the elevator was 20,000 bushels.

A hot box in the engine room started a fire that totally destroyed the Twist Elevator at Calloway, near Taylorville, Ill., February 24. There was no fire apparatus to combat the flames. The elevator was practically new, having been erected two years ago. Seven thousand bushels of corn and one carload of wheat were consumed. The loss is \$6,500, fully covered by insurance.

Fire believed to have started from an overheated stove in the office destroyed the 20,000-bushel elevator and feed mill of Henry I. Slack at Stratford, S. D., recently, entailing a loss of \$8,000. The town has a volunteer fire department, but the supply hose was not sufficient to reach the elevator. There were about 1,000 bushels of corn in the elevator. No insurance was carried.

Fire of uncertain origin destroyed the large grain elevator of O. C. Gordon at Summitville, Ind., March 3, causing a loss of \$10,000, with \$6,000 insurance. The volunteer fire department was assisted by firemen with apparatus from the neighboring town of Alexandria. Fifteen hundred bushels of grain were destroyed. Considerable damage was done to adjoining property.

The elevator with contents of the Colorado Milling & Elevator Co., of Denver, Colo., was destroyed by fire in Lucerne, Colo., recently, resulting in a loss of \$25,000. The warehouse and contents of the Northern Greeley Storage Co. were also destroyed, with \$2,000 loss. It is believed the fire was caused by the blowing out of a stove pipe in the office of the Colorado Produce Co. Lucerne is without fire fighting facilities.

The biggest corn field in Kentucky is said to be the field outlined by the horseshoe sweep of the Ohio River from Henderson around past Evansville to Green River. It is corn continuous for over 6,000 acres, unbroken by fences or other crops. It is said to have yielded 300,000 bushels of corn in 1909.

The first 1910 bulletin of the Oklahoma State Board of Agriculture estimates the wheat area for the 25 counties comprising the Oklahoma wheat belt at 1,498,569 acres, an increase of 13 per cent over 1908. Growing conditions 91.8 per cent for state, and 85.9 per cent for the 25 counties named. Estimated percentage of wheat on hand of 1909 crop is 17.3; corn 29.1 and oats 30.3.

The Michigan March crop report shows that 134 correspondents in the southern counties have found that wheat during February suffered from some cause, while 208 find that it did not. In the central counties 11 found that the February crop has suffered, while 146 have found it has not. In the northern counties two find injury, while 141 say "no." In the upper peninsula 22 answer "no," and in the state 147 "yes," and 517 "no."

Conservative estimates are that 1,000,000 bags will be required to handle the grain crop on the Nez Perce prairie in Northern Idaho the coming season. The farmers will procure them through E. E. Nelson, coast purchasing agent at Seattle for the Farmers' Union, and at a meeting of the Nez Perce local orders were taken for 200,000. It is probable 300,000 more will be ordered in the next 60 days. No information relative to the price paid for those ordered could be obtained, but it is believed to be less than 6 cents. Last year's price was 6½ cents.

The general outlook for wheat, according to Crop Expert O. K. Lyle, is not at all discouraging. After a trip through Kansas, southern Nebraska, Missouri, Oklahoma, and Illinois, he said on March 11 that, barring serious damage in a few counties comprising a comparatively small portion of the Kansas area, the situation is not at all alarming. The outlook on present conditions is for as large or larger crop than was raised a year ago. The acreage has been increased enough in Oklahoma and other states to offset any small damage, and the outlook in that state is about the best ever known. In Nebraska there has not been much damage.

CROP REPORTS

Much damage to winter wheat throughout Wyoming by smothering out due to thick ice and snow is reported. Farmers used heavy land rollers to break the ice in order to give the wheat a chance to live.

Late reports show that for the area east of the Mississippi river the crops may be regarded as up to an average condition or better for this period in the season. The damage talk comes chiefly from Kansas.

E. Lockley Evans, special agent for the United States Department of Agriculture, in charge of the farm demonstration work in Bell county, Texas, reports that he is receiving gratifying encouragement and co-operation from the farmers.

According to a bulletin issued by the Kentucky Agricultural Experiment Station that state in 1905 raised 94,000,000 bushels of corn worth on the farm \$40,000,000. In 1908 the production had fallen to 84,000,000 bushels, but worth on the farm \$15,000,000 more.

George B. Ellis, secretary of the Missouri State Board of Agriculture, who has just returned from a trip through southwestern, western Missouri and eastern Kansas, asserts that some fields have been damaged 25 per cent. He believes wheat in Missouri has been damaged much by extremes of heat and cold.

Investigation just made by the Van Dusen-Harrington Co., of Minneapolis, shows that on March 1 20 per cent of the wheat crop of Minnesota and the Dakotas was in farmers' hands above seed requirements; 21 per cent of the oats; 17 per cent of barley and 5½ per cent of the flax. These figures show a decided decrease compared with those for January 1, 1910.

Smiley, the secretary of the Kansas Grain Dealers' Association, gave out a report on Kansas conditions on March 11 which was not regarded as very bullish. On 4,710,863 acres of wheat in the state he estimates that the damage is about 10 per cent; on 647,389 acres, 25 per cent; on 871,516 acres, 30 per cent, and on 282,111 acres, 50 to 60 per cent, with a condition of 84 for the state. If his figures are approximately correct the state will raise a larger crop than a year ago, providing no injury is suffered from now on.

B. W. Snow's crop report for March 1 estimates the farm reserve of corn at 1,060,000,000 bushels, or 38.7 per cent of last year's crop. The farm reserve has been larger on but three occasions in the past ten years. Consumption of corn during the past twelve months has apparently been less than that of the preceding year by 150,000,000 bushels, due to shortage in meat producing animals. Present reserve in seven surplus states is 638,000,000 bushels, against 490,000,000 last year at the same date. Farm reserve of wheat estimated at 172,000,000 bushels, or 23.9 per cent of the crop, against 123,000,000 on March 1 last year. Present farm reserve after taking care of spring seeding and domestic wants for the next four months will furnish a surplus of 58,000,000 bushels for four months, exports and stocks in all positions July 1.

The March crop report estimates the quantity of wheat in farmers' hands on March 1, 1910, at about 23.5 per cent, equivalent to 173,344,000 bushels, of last year's crop, as compared with 21.6 per cent (143,692,000 bushels) of the 1908 crop on hand March 1, 1909, and 23.8 per cent (152,571,000 bushels), the average for the past ten years, of the quantity on hand on March 1. It is estimated that about 59.3 per cent of the crop will be shipped out of the counties where grown, as compared with 59.2 per cent of the 1908 crop, and 56.6 per cent, the average for the past ten years, so shipped out.—The quantity of corn in farmers' hands on March 1, 1910, is estimated as 37.9 per cent, equivalent to 1,050,865,000 bushels, of last year's crop, as compared with 39.3 per cent (1,047,763,000 bushels), of the 1908 crop on hand March 1, 1909, and 38.2 per cent (925,386,000 bushels), the average for the past ten years of the quantity of the crop on hand March 1. It is estimated that about 23.1 per cent of the crop will be shipped out of the counties where grown, as compared with 21.3 per cent of the 1908 crop, and 20.0 per cent, the average for the past ten years, so shipped out. The proportion of the total crop, which is merchantable is estimated as 82.6 per cent of the 1909 crop, as compared with 88.2 per cent of the 1908 crop, and 83.6 per cent, the average of the past ten years.—The quantity of oats in farmers' hands on March 1, 1910, is estimated as 36.1 per cent, equivalent to 363,159,000 bushels, of last year's crop, as compared with 34.6 per cent (278,847,000 bushels) of the 1908 crop on hand March 1, 1909, and 36.4 per cent (310,763,000 bushels), the average of the past ten years of the quantity of the crop on hand March 1. It is estimated that 32.7 per cent of the crop will be shipped out of the counties where grown, as compared with 30.3 per cent of the 1908 crop, and 28.7 per cent, the average for the past ten years so shipped out.

TRANSPORTATION

The Iowa Railroad Commission will, during this month, make an inquiry into freight rates in that state, with a view to their possible reduction.

The Mississippi Valley Transportation Co. of St. Louis has come under a new general manager and will make a high bid of down-the-river and export traffic.

The managers of the Pennsylvania, Lehigh Valley, B. & O. and Reading Railroads have agreed to reopen the grain diversion charge with a view to its abolition.

The Interstate Commerce Commission has notified those interested that its order canceling all elevator allowances will be extended from April 1 to May 1, 1910.

On February 26 the Chicago, Milwaukee and St. Paul Railroad issued an embargo against grain for Chicago, Minneapolis, Milwaukee and Savannah, owing to the blockage in the yards. The service on the St. Paul has been so very unsatisfactory the embargo caused no immediate burden. The road's officials say the situation is due to lack of cars, but the switchman's strike and weather conditions must take their share of the blame.

The Nebraska law requiring railroads to grant switching privileges to all grain elevators with a capacity of 15,000 bushels or more, located adjacent to the right of way, is now before the U. S. Supreme Court and was argued on March 3, on a case taken up from Manley. Two elevators located on the right of way of the Missouri Pacific Railroad Co. were constructed on land adjacent to the railroad's property. The railroad declined to grant switching facilities, and attacked the law as unconstitutional. The decisions of the Nebraska courts were against the railroad, which appealed.

The Philadelphia grain trade has reopened the matter of reconignment charge of \$2 per car, some time ago peremptorily dismissed by the carriers. Samuel L. McKnight, president of the Commercial Exchange, has said that the objects of this conference will be to get at the facts governing the actual charges on grain, so as to determine the justice of the diversion assessment. He said that the traffic managers from the various roads showed a willingness to meet the committee in a spirit of fairness, as it was represented to the carriers that a feeling exists among grain men that this charge should be abolished.

Judge Kohlsaat of the United States Circuit Court at Chicago on February 28 issued a writ of injunction, enjoining the Santa Fe and all other roads entering Chicago from putting into effect on March 1, as directed, the new Demurrage Code, making a new schedule allowing dealers less time to dispose of grain and to unload cars. The Board of Trade of Chicago and a number of grain firms were the complainants. Twenty-six roads are named in the suit. Under the present schedule grain shippers are allowed forty-eight hours to dispose of their grains and seventy-two hours within which to unload the cars, without demurrage cost. The new schedule provides that the grain shall be disposed of within twenty-four hours after inspection and that the grain unloaded within forty-eight hours.

The Senate committee on interstate commerce has voted to report favorably the administration bill to create a court of commerce and amend the interstate commerce laws practically revised by Attorney-General Wickersham. The same bill has been introduced in the House by Townsend of Michigan. The amendments go to the organization of the court of commerce and control of stock and bond issues of roads. Mergers are not prohibited and companies may hold the stock of other companies. "These provisions, it is believed, will prevent the bill from interfering with any legitimate financing, while effectually preventing the issue of stock and bonds without proper legal safeguards." The bill further provides that any officer of a railroad corporation who violates the law may be punished by a fine of \$3,000 or three years' imprisonment or both.

The Illinois Manufacturers' Association, Rockford Manufacturers' Association, Chicago Board of Trade, Industrial Traffic League and other industrial bodies have agreed after conferences among themselves and with the railroads to undertake the duty of educating their members to properly prevent claims for loss and damage as well as overcharges. The position taken by the carriers is that claims are not intelligently presented to insure a reasonably prompt adjustment. Therefore, the organizations named have begun sending to their members instructions for filing claims in accordance with a uniform set of rules, which embrace the following general particulars: "In cases of an overcharge complaint the shipper is requested to present the original, or copy, of the original bill, of lading, the original expense bill and reference to the railroad company's tariff or Interstate Commerce Commission number under which refund is claimed, while claims for overcharges in weight should also be supported by cer-

tified invoices of the articles shipped and a statement of the weights claimed. In loss or damage claims, the original bill of lading, the expense bill and copy of the original invoice are to be presented, with such other documents as may assist the carrier in prompt settlement."

The United States Circuit Court of Kansas City, Mo., on March 3 made permanent the injunction issued some weeks ago against the Interstate Commerce Commission, enjoining that body from enforcing an order prohibiting railroads and other carriers from allowing compensation to owners and operators of elevators for elevation and transfer of grain in transit. The decision was written by Judge Sanborn and was concurred in by Judges Hook and Adams. The decision says that "the order of the Interstate Commerce Commission is beyond the delegated power of the commission." The suit was filed in St. Louis by the Omaha (Peavey) Elevator Company. The Interstate Commerce Commission issued the order prohibiting the owners of elevators from receiving compensation for the elevation and transfer of grain in transit on the theory that such action amounted to a rebate.

I. C. C. DECISIONS.

In Lee D. Jones v. K. C. S. Ry. Co., application for reparation (\$338.21), it appears (Opinion 1133) that for shipments of hay from Amsterdam and Merwin, Mo., to Memphis, Tenn., bills of lading were made out by the railroad agent, who on his own motion inserted a routing notation through Howe, Okla. The cars moved by that route and the complaint charges a misrouting, alleging a lower rate through Kansas City. It appearing from the Commission's own examination of the tariffs that a lower rate applied by the actual route of the movements, reparation is awarded for the overcharge. "The question presented by the pleadings is whether routing instructions inserted in a bill of lading by the railroad agent without any directions by the consignor are binding as against the shipper, and whether the initial carrier is thereby relieved from the obligation to forward the shipment over another route cheaper than that mentioned in the bill of lading. But it is not necessary to decide that question in this case. For the route by which the shipments actually moved, and which was specified in the shipping papers, was a matter of fact the cheapest available route, and there is a rate overcharge on the shipments which ought to be refunded."

DEMURRAGE—WHEN DOES IT BEGIN?

In Murphy Brothers et al. vs. N. Y. C. & H. R. R. Co. the Commission discussing (Op. 1130) the question of demurrage and when free time should begin cites the new Demurrage Code as "The best solution of this matter involving many difficult problems." This Code says: "On cars held for unloading time will be computed from 7 a. m. after placement on public delivery tracks and after the day on which notice of arrival is sent to consignee." The makers of the Code therefore have abandoned the idea of calculating free time from the receipt of notice but from the time of sending. "Upon the whole," say the Commission, "it appears that the above rule is reasonable."

REPARATION FOR MISROUTING.

In Larrowe Milling Co. v. C. & N.-W. Ry. Co. et al. the Commission (Op. 1128) passes on the question of misrouting. From Janesville, Wis., to Chicago there are two routes, one 91 miles long and the other 162 miles long. The shipment was to and through Chicago to a New York point of destination. An overcharge was claimed because the shipment went forward by the longer route between Janesville and Chicago. The Commission says: "The Commission intervenes in misrouting cases only when, as the result of the failure to obey the shipper's routing instructions, or as a result, without such instructions, of moving a shipment over a route carrying a higher rate than the rate in effect over another route reasonably available, additional transportation charges accrue. In these cases no such damage followed the routing of the shipments directly to Chicago, for the reason that under the rule referred to the lower combination of rates over the other route was applicable."

THE BILL OF LADING.

House report 17,267 is a bill providing that a railroad shall be responsible in a civil action for the value of goods against which it has issued a bill of lading; but it has been changed by amendments, one of which eliminates the penalty clause, and others adopt the language of the uniform state legislation bill. "In the ordinary course of business," said Hon. Mr. Peters, U. C. of Massachusetts, "a shipper gets what is called a negotiable bill of lading. It runs to his own order, he indorses it, and he can go to a bank with that document and borrow money on it. The shipper's bank then forwards the bill of lading, together with the draft, to the proposed receiver of the goods, by whom it is expected the draft will be paid. To protect this business it is absolutely necessary, both for the banks who lend money on the strength of the se-

curity of the bills of lading and the persons to whom the goods are shipped, that the bills of lading should absolutely represent the goods. To make absolutely sure that the bill of lading represents the goods is the general purpose of this bill.

"The evils of the present law are principally these: Under common law contracts were not assignable. Exception was made to bills of exchange and promissory notes, but the courts generally have not been willing, as a matter of common law, to make that exception in regard to bills of lading. If, therefore, the carrier breaks the terms of a contract, the holder of the bill of lading may have difficulty in suing the carrier on his contract, if the contract was made with the shipper of the goods.

"Another evil is that the courts hold that possession of a bill of lading is just like possession of the goods, which may be held as a simple bailee, without right or title or even right to retain possession. This bill seeks to make the bill of lading indicate the title to the goods and to protect the parties or commission merchants who pay drafts on the security of that instrument. The drafts are paid at sight, and it is essential that when a bill of lading runs to the order of someone parole evidence should not be admitted collaterally to show that he is not the real owner. The courts have held differently on these points in different states. It has also been the custom for some railroads to issue bills of lading as a favor to shippers before the goods are received, and allow the shipper to send the bill of lading, together with the draft, to a consignee and obtain money on it, which very likely the shipper may then use to purchase the very goods which he will ship. These considerations impress the committee with much force, and so general a demand apparently exists for the measure that its consideration will be given great care."

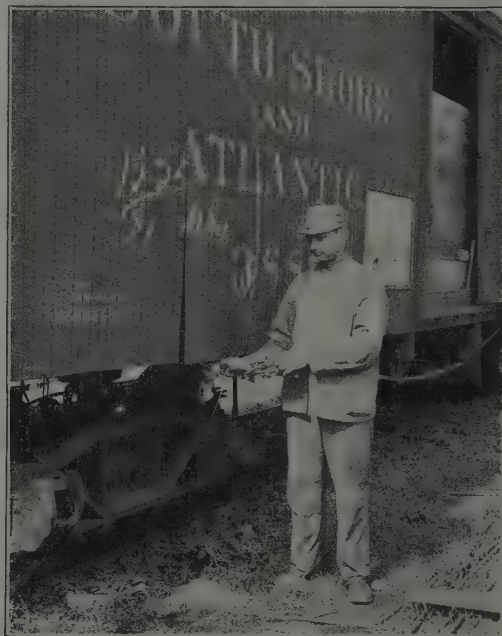
It has been held that the present bill of lading does not give the bank proper security for its money. Although, thanks to the customs and practices of commerce, the losses through such technicalities as above explained are not numerous by comparison with the immense volume of business transacted on a basis of B/L. with draft attached.

HOW GRAIN DISAPPEARS.

BY H. A. FOSS.*

Your worthy secretary asked me to talk to you on a subject of my own choosing. Perhaps it would have been easier for me, had he selected my topic, for then I might have found an excuse for talking to you about leaking cars and cooping.

On the other hand, it may occur to some that this subject has been sufficiently discussed, and is worn out. However, this can hardly be considered as a



correct view as long as cars continue to scatter grain along every track and every railroad yard, as indicated by weighmasters' published reports. The time has come when cheaper material than grain can be used for grading in the railway sense.

But I do not intend to weary you with such dry and technical matter. To those who may care to hear about the causes for leakage, I am going to give a report of the proceedings of a conference which took place between representatives of various grain carrying railroads and the weighing department of the Chicago Board of Trade. The discussions which took place at that meeting will un-

*A paper read by the author before the Kansas Grain Dealers' Association, 1910.

doubtedly be of interest to those who have not seen the report.

And for the shippers at this convention who are interested in the care and correction of scales (a subject closely related to the shortage problem), I have brought with me for distribution a few copies of our "Shippers' Manual." This booklet also takes up the methods and customs of our Chicago weighing department in determining the quantity of grain in cars; the methods by which the railroads deliver the grain at terminal points; and how the elevators handle and care for it. This is not a new publication, as it was first issued by us in the year 1907.

But before disposing of these subjects, I want to say a word about the decided advantage of co-

operation as a means of reducing grain shortage to the minimum.

Many remedies have been suggested or explained in describing the various causes for shortage which are considered in our "Shippers' Manual," and in the report of the Railway Weighing Department conference. This showing, if accurate, clearly demonstrates that in spite of all other difficulties and deficiencies, the chief remedies for the principal causes for short weights are in the hands of the initial shipper and the terminal weighmaster.

Hence, that we may combat successfully the shortage evil, these two forces must join hands, co-operate in their measures, and work with one common aim. Failing to do this, the consequent ill-feeling will go on day after day without interruption, and all because of misunderstanding and the lack of proper explanations by those concerned. We go on complaining and explaining without co-operating. The result is that investigations and claims innumerable are pigeon-holed and relegated to the waste-basket, resulting in irritation, contention and ill-feeling.

Now, when a shipper receives an account sales which shows an excessive shrinkage on a shipment of grain, it is safe to predict that he is not in a very pleasant frame of mind; and what he probably says, at such a time, will not bear repeating on this occasion. Suffice it to say, that the state of his feelings will perhaps excuse him for indulging in exaggerations and expressions of censure and doubt, when writing the terminal weighmaster about his trouble. As an illustration of this, I am going to refer to a few instances where bitter letters have been written, and severe incriminations made over shortages that do not exist. These complaints will illustrate the cause—and also the remedy—for many shortages and the resultant ill-feeling.

My first case refers to an eastern miller who had been buying grain in the Chicago market, and experiencing trouble with his weights. Here is what he wrote to a Chicago grain man:

"Dear Sir:—We notice the cars of wheat we are getting from Chicago are running short five bushels to the car; this is too much shortage—five bushels loss to the car just knocks out our profit.

"On cars we are receiving from country elevators and other markets, the shortage does not run over a bushel to the car. Other markets' weights are running better than Chicago's. The millers won't stand for it, they will put their heads together and do something. While we don't like to make threats and are not in the habit of doing so, the millers of this country will not stand for these losses by shortage from Chicago.

"Our track scales are tested every day or two with our inside hopper scales, and there is not more than 20 pounds variations.

"Yours truly,"

Upon receipt of this complaint, we had the miller's scale tested and we found it incorrect to the amount

of his shortages. We also found that he had not made comparative weighings between his two scales, as set forth in his letter; that his scale had not been tested in over a year; and that his Chicago cars had held out better than the cars from any other point, notwithstanding his statement to the contrary.

I call to mind another complaint from a Wisconsin shipper, which read:

"Dear Sir:—I cannot stand the shortages which I am compelled to bear on the cars I send to your market. I have had an expert go over my scales so I know my weights are correct. Something must be done to stop this 'outrage'.

"Yours truly,"

In answering I asked the shipper to send me his loading weights on his next shipment. He complied by sending me his weights on a lot of ten cars, seven of which were weighed on the same hopper scale used in weighing the shipments that fell short. The three remaining cars were weighed on a wagon scale at another station. We checked the out-turns of all 10 loads as follows: The three wagon-scale cars held out all right, while the seven hopper-scale cars were all excessively short in weight. Thereupon, an examination was made of the loading spout leading from the shipper's hopper scale to his loading track, and a hole was found in the bottom which permitted grain intended for cars to leak into one of his house bins. This explained the "outrage" to his entire satisfaction.

Another shipper, who always estimates the quantity of grain he loads, complained of a 20,000-pound shortage on a car of oats, and referred to the apparent loss as "highway robbery." He claimed that he had loaded this particular car full, as was his custom when loading oats, but that he had received returns for 20,000 pounds less than his average loads. An investigation of the matter disclosed the fact that the oats loaded into this car tested but 21 pounds to the bushel, while the cars he had used as a comparison contained heavy oats. The great variation in the density had caused him to over-estimate the quantity loaded. And it did not require a Sherlock Holmes to unravel the mystery and locate the "highway robber."

Then there is the shortage in weight to be explained to the man who complained to us some years ago as follows:

"Dear Sir:—I have received returns on car 4826, and notice that it is short of the amount I loaded. I was very careful in handling this car, and the shortage is too much. I first weighed a barrel full of oats, and it showed the barrel held 116 pounds, struck measure. I then loaded into the car 512 barrels. I counted the barrels myself; so you see, I loaded 416 pounds more than I was paid for, which is too much shrink for me to stand. How can you account for this?

"Yours truly,"

But I do not want to convey the idea that shippers do not have just grounds for complaint, for they do. My aim in discussing this phase of the weight subject is merely to increase the sum total of satisfactory results by inducing the initial weighmaster to practice care, and record the weights which he expects the terminal reports on his cars to equal. There is no question about it—shippers often sustain losses for which they are in no way responsible. Anyone familiar with the subject knows full well that there are many conditions conducive to shortage over which the initial shipper and the terminal weighmaster have no control.

Only a short time ago I found a car leaking wheat in a Chicago railroad yard. It had scattered grain all along the tracks for blocks, and yet, when the car was delivered to the unloading elevator, it was in good order, and showed no signs of leakage.

To emphasize another cause for shortage, I shall quote from the last annual report of the Chicago weighing department, which refers to conditions that exist at every terminal market, and sometimes at junction points, and at country shipping stations too, and which account for many discrepancies in weights that go unexplained. The report reads as follows:

"Our efforts during the year to prevent the stealing of grain from cars in railroad yards resulted in 113 arrests. Of these 63 paid fines of \$1,012.80; 12 were sent to the John Worthy School; 24 were paroled to juvenile officers; 5 were sent to the Bridewell and County Jail, and 9 were discharged. Included in this number are 23 who were arrested for receiving stolen grain."

To further illustrate the trouble railroads often experience with car thieves, I shall read from an article appearing in the Chicago Record-Herald, Dec. 17th, last, under "New York News," as follows:

"More than one hundred thousand dollars' worth of goods have been stolen recently from freight cars of three railroads, according to detectives who appeared today against four men charged with being responsible for the thefts. The men were accused of breaking into a car at Peekskill, and stealing 6,000 cigars. The detectives, who were employed to run down car thieves, did not enumerate the other robberies."

These conditions, however, are being remedied; at least in Chicago, the railroads and the weighing department are making determined efforts to reduce the annoyance to the minimum. But even so, there are seasons when the grain thief fight is uphill work; especially during times of congestion, when cars are stored on side tracks, and in other unprotected places waiting to be forwarded to their respective destinations.

On account of these conditions I have described, the weighing department of the Chicago Board of Trade maintains a detective service. And to aid us in eliminating the grain thief and the car sweeper,

we have pending before the city council an ordinance that is intended to prohibit anyone, not the shipper's agent or an authorized railroad employee, from sweeping any car.

I have here a picture of a group of car sweepers, which should interest you. The question, what shall we do with such pretty, intelligent-looking, juvenile sweepers, causes us much worry and concern. The environments surrounding the average railroad yard are not the best for young girls; and it is too bad that parents allow—and often send—their young children to sweep cars and to steal grain and coal.

Referring again to cooperating cars, loss through leakage is an item which becomes one of the most important factors, when delivered grain is weighed, in producing divergency from true initial weights; and I have brought with me a few pictures showing defective cars which are particularly applicable to the subjects I have treated in my talk.

My first picture shows a defective car that should not have been loaded by the shipper. The man in front of the picture is my Deputy M. L. Roberts, who has stopped the leakage by stuffing paper in the cracks.

My next illustration shows a car with a bad end that has been repaired with wedges. My experience has shown that such repairs to a car, constructed like this one, do not prevent leakage. The use of cloth on the inside is a more effective method.

Here is another car that should have been lined on the inside. The man in the picture is my Deputy Charles McClinton, who is using waste to stop the leakage so that the car will be delivered to the unloading elevator without further loss.

I will now show you a picture of a gravity, or high track, in a Chicago Railroad yard. The rough handling of cars by gravity switching frequently causes them to leak, and often makes them unfit for grain transportation. These hill, or gravity tracks, enable the railroads, by means of numerous switches, to assort a whole train of cars by merely pushing them over the incline. Brakemen are supposed to ride on each of the several cars on their rapid journey down the hill to prevent them from being too badly mutilated.

My next picture shows a car that was damaged on the gravity track of the Pan Handle Railroad, Chicago, causing, in addition to a bursted side, a loss of over 1,400 pounds of corn.

Again, I shall show you 2 views of another car that suffered loss on account of a gravity track; the rough handling causing the grain door to shift. The first picture shows a view of the outside of the car, and the hand writing on the wall speaks for itself.



The second picture is an inside view of the same car. Had the grain in this car been in good condition, the loss would have been unusually severe. The corn, however, being very hot, did not run freely, and thus much of it was saved.

I am now going to show you the reasons why patent wooden grain doors are not popular with many railroad men. Here is a picture which illustrates a result of spiking grain doors to the door posts. This patent door was spiked by the shipper with 60-penny spikes. The shipper also spiked the little wooden supplemental, or grain releasing door. In consequence, a hole was chopped in the door to release the grain. The rough treatment so often accorded patent doors of wooden construction is a draw back to their success.

My next picture shows a patent door that could not be spiked on account of the iron lined door posts, so the cautious shipper drove the spikes at the sides of the posts, and then bent them over the door. He had evidently been receiving leakage reports.

Here is a picture showing the spikes in a door post, that were used in spiking another patent door. In consequence of this spiking, the door was cut to pieces in opening it. The iron rods on which the door was operated, are all that remain to tell the tale. The shipper evidently did not propose to take any chances.

Just a word about patent doors. The general unavoidable failure of patent doors to work freely, together with the inexcusable persistence of shippers in spiking patent doors to the door posts are to blame for their mutilation. Our experience with grain doors, we believe, justifies our conclusion that a patent door, to be entirely successful, must be made of steel.

I shall conclude my talk with a story told in rhyme, a thrilling drama in six acts, entitled:

"THE MYSTERY OF A HEAVY SHRINKAGE;
or,
WHAT HAPPENED TO A CAR OF WHEAT."

Time:—Just after harvest, when new wheat is being shipped to market; and during a car shortage when the railroad company tenders you one car when you have asked for ten.

Place:—State of Kansas.

CAST OF CHARACTERS.

Mr. G. Shipper—A member of the Grain Dealers' Association of Kansas.

Mr. Grain Thief—A very naughty man.



ONE OF THE WAYS IN WHICH GRAIN DISAPPEARS.

Mr. Grader—A pitiless grain inspector.
Mr. Weigh Master—The heavy villain.

CHORUS.

Switching crew.
Car repairers.
Claim agents.

ACT I.

Mr. Shipper loads a car with wheat for market:
A shipper, on a distant plain,
Where summer ripens golden grain,
His rent and other bills to meet,
Gave to a car his treasured wheat;
Then traced, in fancy's brightest hue
The visioned wealth that would accrue.
But ah! Vain man, count not your gain,
If too much moisture's in your grain.
For then, in transit it will heat,
And cause a shrinkage in the wheat.

Impetuous with eager haste,
His treasure in the car be placed.
But never knew, or failed to think,
How heated grain will surely shrink,
And cause a shortage in the weight;
Thus making trouble, sure as fate.

ACT II.

The car departs on its journey:
The iron steed, with shriek and roar
And hot breath rolling on before,
Grips, with his arms of steel, the car
And whirls it onward, fast and far;
Then stops to bathe his steaming flank
With water from the wayside tank.
Alas! What perils still beset
The hapless wheat, now warm and wet!

ACT III.

Mr. Grain Thief appears on the scene.
A watchful thief, with eyes too keen,
Cunning, his lawless course to screen,
Gained easy access to the wheat,

Stole, and escaped with foot-steps fleet;
And took with him such store of grain,
It made the shipper's profit wane.
What unforeseen disasters more
Shall lessen still the shipper's store?
What else, will come to cause regret,
And make the shipper fume and sweat?

ACT IV.

The switching crew gets in its deadly work:
'Tis leakage now, his loss increases;
It seems his trouble never ceases.
The switching crew, with haste undue,
From yard to yard the box-car drew,
And, roughly handling, little knew,
How far the leaking grain they threw.
The loaded car, once tight and strong,
Which bore its burdens safe along,
Is worn with use, till grim and old,
Scarce can its seams their treasure hold.
Now, rumbling o'er the trembling bridge,
Now, hanging o'er the mountain's edge,
In rayless tunnels buried deep,
Thence rushing forth with frenzied leap,—
On, and still on, o'er hills afar,
How shook and quaked that yawning car!
Till, where the gleaming steel tracks wind,
A rill of wheat streamed far behind—
At last, the journey at an end,
The rip-track gets the car to mend,
And on the door is nailed this card:
"Please send the grain to grading yard."

ACT V.

The wheat is inspected:
Ah! careless shipper, thine the blame!
The pitiless inspector came,
With tryer long the wheat essayed.

And gave the verdict stern, "No grade."
Then said these words with fiendish glee,
That grain is hot—as hot can be,
From mold and must it is not free
And damaged too, as you can see.

ACT VI.

Enters the crafty villain:
The weigh-master, whose faithful scales,
Unerring, show what loss entails,
Ends the bright dream of moneyed sales.
But when returns these facts repeat,
And show the output of the wheat,
Oh, what can gauge the shipper's rage?
His fiery words would scorch the page.
The grain was never hot he swore,
He cursed and raved, his locks he tore!
And called him dub who weighed the wheat!
And other names, I'll not repeat.
He made a "Hades" in the air,
And sent the poor weigh-master there,
To cry and moan in grim despair.

In homely rhyme my tale is told,
Its moral let me now unfold—
This teaching much is needed,
Your golden store of wheat, my friend,
Don't in an ancient box-car send.
Its leaks and cracks unheeded,
And don't forget, damp grain will sweat,
And cause you loss and much regret.
Just one word brief—that cunning thief
Who stole your grain for meal!
To bring relief and end your grief,
Go use a private seal.

Winter wheat in Nebraska has been damaged from 25 to 50 per cent, according to reliable reports. A conservative estimate made by Professor Montgomery of the Nebraska Agricultural Experiment Station, places the damage at 25 per cent.

RAILROAD MAN'S VIEW.

BY J. S. TUSTIN.*

"Certain problems are to be approached by the practical mind as against those abstract questions over which an atmosphere of emotion or sentiment may be allowed to play. To illustrate. If hog cholera sweeps a county, or scale attacks an orchard, no one would be moved in the matter by a speaker who made vague reference to the rights of the plain people. What the man wants whose hogs have the cholera is the presence and experience of some one qualified to stop it and if possible to prevent its return. What the orchardist wants, is the removal of the scale and a cure where damage has been done.

"Sentiment is of positive value because if absent there would be a want of creative impulse. Men would often think to wise conclusions, but lack the energy for their fulfillment; but when sentiment becomes fluxed with reason, when it is merged with home life, when it lifts the bow of promise in troublous times, when it is joined with the purpose of things, its potency is immeasurable; but when rampant, misdirected, irrational and unblended with the good sense of ripe judgment, it is a menace to the perpetuity of home and destructive of sound social order.

The speaker cited the reclamation of desert lands, the possibilities of which hinge on means of transportation, as an example of the value the railways have been in the development of this and other countries, mentioning the high values now placed on agricultural lands, especially in the fruit districts of the west. Illustrations were given of the relation of freight charge to the daily needs of the average man. The railway tariff on the clothes that he wore to the meeting of the Association amounted to less than one-half of one per cent of their total cost. He followed the same idea through food that he ate, to the minutiae of personal expense, saying: "There is a sense in which the shipper—of grain, for instance—pays the freight, and in a way the miller pays it. Then, when wheat becomes flour and hogs become hams, in a way the shipper of the product becomes related to the freight bill. But as a broad proposition, this expense and every other expense follows the property to the man who ultimately consumes it or puts it to its final use.

"A good friend of mine who indulges somewhat in the fine art of dress, usually wears a standard make of garter that costs him fifty cents a pair. Recently, in a western city, the shop keeper asked him seventy-five cents, and justified the difference on the ground of excessive freight rates. It developed that the freight charge on fifteen hundred pairs of garters amounted to \$2.85, or about the fifth of a cent a pair. An increase of one hundred per cent would have made the freight two-fifths of a cent; and as he is a robust man I am sure that he would not have felt the additional weight as shackles around his legs.

The speaker said that he bought a carload of coal with two of his neighbors and made this comparison of the transportation expense: Railroad haul 500 miles, \$2.25 per ton; team haul from switch track to his house 1½ miles 75 cents per ton; wheelbarrow man from street to his cellar window 60 feet, 25 cents per ton. He added that the man with the barrow was paid about 5,000 times as much as the engine in proportion to distance, and that if the railroad had based its charge on the barrow basis the freight tariff on the carload would have been two hundred and forty thousand dollars.

"If you will indulge me in a moment's digression—a farmer in the morning may shave himself with a German razor, tie the bull calf with a rope from the Philippines, smooth his hair with bristles from Russia, use a pencil with lead from Siberia, drive to town and buy a bottle of mullage and twenty-five cents' worth of marshmallows for the women folks, dealing, in these purchases, with Asia or North Africa, as gum Arabic is the basis for both the confection and the mullage, which are therefore near of kin and of oriental birth.

"I am not sure that constant agitation about freight rates keeps in mind the millions who depend on the regularity of the pay car, nor the millions whose wages hinge on the ability of our carriers to buy supplies.

"I have cited four out of many reasons why cautious thinking should surround this wonderful business of carriage, namely, that the present freight cost to the ultimate American user is cheaper than any other service in the civilized world; that the money paid for wages and supplies is immediately returned to trade by millions of people whose livelihood comes directly or indirectly from railroad operations; that every man who has an insurance policy by virtue of the thrift that enabled him to acquire it should be an advocate and conservator of the highest standards of every business, as the assets of insurance companies are largely invested in railway bonds; that the needs of commerce call for excellence of service that cannot be obtained through poverty of recompense because in the absence of the incentive of gain, industry and development cease in any line."

The speaker closed with the statement "that the higher citizenship embraces within its scope those things which are just, true, honest and of good report; and I am sure we may add that the absence of these deprives us of the lofty elements which are part of the equipment of a free man."

*An abstract of a paper read by the author before the Kansas Grain Dealers' Association at Kansas City, February 10, 1910.

BARLEY and MALT

The Canada Malting Co. of Calgary, Alta., has purchased three acres of ground with trackage sufficient for sixteen cars and will erect a malting plant in the near future. The concern finds that barley grown in Alberta is superior to that grown in the East.

Ten or twelve million bushels of Canadian barley were annually exported to the United States until 1890, but the McKinley tariff, by increasing the duty from 10 cents to 30 cents a bushel, cut off this trade immediately. In 1908 the United States bought only 210,000 bushels of barley in the Dominion.

In Germany the great demand for beer leads to very extensive cultivation of good barley. A duty of 10s. per quarter prevents the country from being flooded with foreign produce, yet beer in Germany is cheaper than in the United Kingdom. The British production of barley is 33 to 34 bushels to the acre.

The Electric Malting Company plans to enlarge the capacity of its East Side plant in Minneapolis, Minn., from 750,000 to 1,250,000 bushels. Estimates are now being received. The project is in abeyance, however, as the executive of building committees have not yet passed on it. Should construction work be commenced this spring it is hoped to have the augmented plant ready for operation by October 1.

State Senator Works of Minnesota, who has been experimenting with crops to clear foul fields in that state, has recently published a statement setting forth that barley is not only the best weed destroyer he has found, but that the crop will conserve the fertility of lands partially exhausted by continued cropping with rotation. Dar S. Hall, for forty years a Minnesota farmer, confirms the results of the Works experiments and states that independent experiments which he has conducted show the same results and offer the average farmer a profitable crop, used in rotation, to follow wheat on lands where wheat crops will no longer yield a profit. Many farms in western Minnesota have become foul with mustard and other weeds because of careless cropping and cultivation. Kinghead is very common in many states and because of the close resemblance of its seed to wheat, foul wheat is difficult to clean. Barley, according to the latest experimenters, is a remedy for foul weeds, and if applied properly will smother them out and clean up the fields in one season.

GOVERNMENT SEED IMPORTS.

The Bureau of Plant Industry, Bulletins No. 162 and 168, give a complete list of all seeds and plants imported by the Agricultural Department from January 1 to June 30, 1909 the imports being numbered from No. 24430 to 25717. In list No. 18 are the collections of one explorer only Prof. N. E. Hansen of South Dakota in Central Asia whose search was mainly for larger quantities of these wild Medicagos to enable extensive experiments to be carried out in the Northwest in testing their hardness.

These three species, says Bulletin No. 162, which Professor Hansen believes are going to prove valuable additions to the forage-crop resources of the Northwest, are as follows:

No. 24451, *Medicago ruthenica*, from Charonte, Mongolia, an arm of the Gobi Desert, where the temperature drops to the freezing point of mercury at times when there is little snow on the ground and where in summer the temperature goes above 100° F. This species is a wild forage plant growing in the sandy region of eastern Siberia and may be of value either as a cultivated plant like alfalfa, or, if allowed to run wild on the ranges, may become a valuable hardy forage legume.

No. 24452, *Medicago falcata*, from Obb, in the Tomsk Province, a long-lived legume of the open steppes, is upright enough to be mown by a mowing machine; will withstand extremes of drought and cold, and is so promising in its own home as to have attracted the attention of the Russian agricultural experimenters as worthy of domestication and also as being of distinct value as a wild pasture plant in western Siberia. Professor Hansen emphasizes its value for all regions in this country where the common alfalfa is often winterkilled, but does not maintain that in regions where any of the true alfalfa strains can be grown successfully it is likely to prove superior.

No. 24457, *Medicago platycarpa*, from Chylim, in Tomsk province, is a wild legume found in timber clearings and along the edges of forests of central Siberia. This is not a drought-resistant form, but perhaps rather a moist-region plant worthy of trial in northern Wisconsin and Minnesota. Owing to the immense value of any plant which may take the place of alfalfa in regions where this remarkable crop can not be grown, these new Siberian alfalfas

are receiving the special attention of the forage-crop experts of the Department of Agriculture. They are the most interesting of more than a hundred and seventy things brought by Professor Hansen from Siberia, though others worthy of mention here are a number of durum wheats; remarkable winter muskmelons (some of them weighing 30 to 40 pounds and capable of keeping all winter, promising possibilities for the Southwest); the Persian clover shaftal, or "Shabdar" now being tried for the irrigated Southwest; and several sand binders used along the Transcaspian Railway.

There is also a collection of German and other European varieties of alfalfa and some new oats with which the experiment stations are making trials. These are from Spain, Italy and Roumania. There are also some African sorghums, cereals and likewise from Togo, Abyssinia and Bombay.

METHOD FOR TESTING SEED CORN.

A new method of testing seed corn has been published by the Orange Judd Farmer, which has the merit of simplicity at least. All the apparatus needed is a few strips of muslin 6 inches wide and 6 feet long, a bench on which to lay out the corn, and a few barrels to put it in as it is tested. Lay out about 50 ears in a row on the bench, with a strip of wet muslin in front of it. Begin at one end of the row and take out from four to six kernels from each ear. Place the kernels from the first ear at the left-hand side of the cloth near the end, those from the second ear at the right-hand side, those from the third at the left side under the first, and so on. When kernels have been taken from all the ears there will be a double row of grains down the strip of cloth.

Now begin at the upper end of the cloth and roll it. Use both hands, and keep the cloth stretched tightly crosswise. If this is done carefully, there will be little danger of the kernels running together. Mark the roll with the number of the last ear in the row, and put it into a pail of water.

Another row can be laid out on top of the first and another roll made. The process can be continued until there are a dozen or more of the rolls soaking in the pail, representing half as many bushels of corn.

After the rolls have soaked for about two days, the water should be poured off. Put a cloth over the pail to prevent too rapid evaporation, and set it behind the stove or in some other place where the temperature is warm and fairly constant. In about two days more the kernels will have sprouted, providing there is any vitality in them.

To read the test take the last roll, which corresponds to the top row of corn on the table, and unroll it on the table in front of the corn, being sure it lies the same way it did when the corn was put on it. Then it is but a moment's work to check over the corn, putting the dead ears in one barrel, the weak ones in another, and the good ones in still another. This test is being used by some of the largest corn breeders in Iowa for testing thousands of bushels of corn. Its simplicity and ease of operation should make it popular.

There is before the Mississippi legislature a bill which would empower boards of supervisors to give prizes in money as stimulus for the encouragement of competition among farmers and agriculturists in the development of the staple industry of the state. The money to be drawn from the general county funds, to be classified as first, second and third prizes, for the raising of corn, fruits, vegetables and live stock, but especially corn and swine. The bill has been facetiously designated as "Robinson's hog and hominy bill."

J. C. Henderson, president and general manager of the California Alfalfa Meal Co., has been in Woodland, Yolo County, Cal., discussing the establishment of an alfalfa mill with the farmers of the county and business men of Woodland. The concern has a plant at Merced, Cal., and is planning one for Visalia, Cal., and will endeavor to arrange for one in every county where the supply of alfalfa will keep a mill in operation. The purpose is to have farmers and business men subscribe for sufficient stock to make it a local proposition.

The work of erecting a new plant at the old mill site of the Alfalfa Products Co. at Proberta, Tehama County, Cal., is going on with all possible haste and the new plant will probably be ready for operation about the middle of March. The work of putting on the galvanized iron covering has been progressing rapidly. The two-story concrete building being erected will have two large cyclone blowers, which will take the meal direct from the machine to this structure. The concrete building stands between the mill and warehouse, where the finished product is to be stored, and at such distance from each that it will undoubtedly be safe in the event of fire. The power house will be south of the mill. The entire plant will cost about \$70,000. The grinding power will be about 125 tons a day.

There Are Two Kinds of Ellis Grain Driers

¶ Hot Air Machines, with capacities of from 50 to 2,000 bushels per hour, handling the poorest grades of damp grain.

¶ Cold Air Driers and Conditioners, with capacities from 100 to 4,000 bushels per hour. They are the most successful machines in the world for raising the grade and improving the carrying qualities of all classes of grain.

The Ellis Drier Co.

Postal Telegraph Bldg.

Chicago

INTERSTATE COMMERCE ACT.

BY J. C. LINCOLN.*

It is indeed a pleasure to be present with and to meet those of our people who play such an important part in the prosperity of this great country of ours; who have so much to do with those resources which make our nation what it is, and who occupy a position so close to the fountain from which flows the very life blood and feeds the body of these United States. You are of and next to the people who have earned by the sweat of their brow and the callous of their hands the position that makes of them the princes of the soil; who have become our aristocrats—not plutocrats—well to do and beneficial citizens in your respective commonwealths, and by their enlightenments and thought will build our country up to proportions not yet realized. A country wisely administered, a country in which it will be good to live.

Let us look into the present situation. We find general contentment and happiness among the farmers. Prosperity has smiled upon them and they have builded well. We find that the year 1909 has proven the most prosperous year in agricultural production within our history. The farmer is not compelled to garner his grain and hasten to market to gather the shekels to meet the demands at the bank and to face the holders of a mortgage probably due. He can look the lender in the face without a quail, and at the bank he can enter, not as a supplicant, but as a contributor to the wealth required in conducting our great commercial enterprises.

The production of 1909 has been very bountiful, but when the value thereof is stated in figures it is beyond understanding, as for the year it represents the stupendous figures of eight billions, seven hundred and sixty millions, a gain over the year 1908 of eight hundred and sixty-nine millions. The value of our agricultural products has nearly doubled in the last ten years.

What does all of this mean to the farmer? It means freedom from debt, better homes, happier families and a better citizenship.

I am indebted to the Department of Agriculture for some statistical figures which I am sure will be very interesting. The most striking fact in the world's agriculture is the value of the corn crop in the year 1909 in this country. It was about one billion, seven hundred and twenty millions of dollars. It was nearly equal to the value of the clothing and personal adornments of seventy-six millions of people according to the census of 1900.

This corn was produced from the soil and out of the air in 120 days, representing fourteen millions of dollars per day for the one crop. While cotton occupies the second place in value, the third crop in value is that of wheat, estimated to be worth about seven hundred and twenty-five millions of dollars at the farm.

All of the cereal crops of 1909 were worth three billions of dollars to the farmer, an amount that would pay for all the machinery, tools and implements of the entire manufacturing industries in this country. All of the crops were worth five billions, seven hundred millions of dollars, which would make a one-half payment on the value of all steam railroads according to the valuation of 1904. It can be seen therefore that the agricultural production must have inured to the prosperity of our farmers, making them better prepared to provide the capital for the expenditures needed to improve their condition and to further farming upon a scientific basis.

It is noticeable that during the last three years the value of agricultural exports of domestic production has been on the decline. This is probably attributable to the fact that domestic consumption has increased in greater proportion than production and to the practical exhaustion of our ranges for cattle, making it necessary to produce our meat supply upon the farms, thus making an extra demand upon the corn crop to meet these requirements. The consumption of the products of wheat has increased twenty per cent per capita the last twenty-five years. The solution is a study of our soils for the purpose of developing their peculiarities and characteristics, the fertilizing thereof by natural or unnatural processes, increasing the productiveness of each acre of land tilled. The investigation made by the Department of Agriculture into the older countries, where agricultural pursuits have been engaged upon for hundreds of years, is worthy of emulation, and I quote from the report of the Department of Agriculture the following:

"It has been held by some writers that even if the yields are increasing, the element of danger is that the larger crops remove larger amounts of plant food from the soils and bring nearer the time when the soils will eventually wear out. To meet this argument, it has been necessary to extend the investigations into older countries, and the records of Europe have been searched for information in regard to the past history of these older countries that can be taken as a safe guide for the future of the newer soils of the United States. These records indicate that in the middle of the sixteenth century, or roughly speaking, three or four hundred years ago, the soils of central and northern Europe were producing on the average about as much wheat as the soils of the United States are producing at the present time. These European soils have been occupied for agricultural purposes for at least a thousand years, during most of which period the country was more densely populated than the United States is at the present time. So far as records

are obtainable, they indicate that as a result of increasing population and more intensive and more intelligent methods of soil control, and in spite of their longer occupation, the average yield per acre has increased until in the case of northern Europe the soils are now producing about two or two and one-half times as much per acre as the newer soils of the United States are producing."

While we have become a great manufacturing country, being leaders in certain lines, and our wares reaching to all parts of the world, we must be impressed with the fact that the great foundation upon which our commercial pursuits rest, and upon which our welfare is naturally dependent, is that of agriculture, products of the soil, productive of billions of dollars per annum. We should therefore, with increasing population and the demand that will be made upon our farmers for necessary food supplies, lend support to the utmost development of our natural resources. This will have to be accomplished through well directed efforts on the part of the national government and the various commonwealths, supported by intelligent effort on the part of those who are dealing directly with the producer. And you gentlemen are in a position to do great good to the accomplishment of this task. As transportation enters so largely into the question, we must seek co-operation on the part of the transportation interests.

While the government has been very liberal toward the railroads, the people have a voice in the management of these properties, not to the extent of taking over their operation or limiting their earning capacity to a basis that will alarm the investor, but a regulative supervision on the part of the government. To this the people are entitled by reason of the public functions performed by common carriers and rights granted by the government.

The entire people are consumers or producers. Transportation is an essential and material factor in cost and profit; therefore it has been found necessary on the part of the shipping public to make a study of transportation affairs, so that intelligent consideration might be given to the rights of both shipper and carrier, and attempted legislation affecting carriers may be approached with sound sense and reasoning.

It is with pleasure I notice there is much greater disposition to get together; there is more of harmony between shipper and carrier, and through the co-operation which is being sought by the shippers, reasonable and just regulations are being brought about without recourse to the legislation branch. The carriers themselves, recognizing the principle of fair treatment, no longer feel that reasonable regulations are restrictive and while opposition to any regulation develops in certain quarters, this does not voice the sentiment of the broad minded, law abiding officials. A duty devolves upon the people to aid in opposing unjust legislation and in the passage of laws which will conserve the right and justice of all.

For many years I was engaged in the railway service, and being in the traffic department, came in contact with all kinds and classes of shippers, and I have noted the steady growth of our commerce through these past thirty years, the time when the contributor of large tonnage secured preferences, where more active communities secured advantages. The development under the interstate commerce act by and with the wise administration of the Interstate Commerce Commission, has practically, if not completely eliminated preferences in favor of one shipper as against another, and is rapidly ironing out the discriminations between communities, which grew up under the old system. The lack of organization on the part of the general shipping public has conduced to many of the preferences which existed in the past.

During the past four years I have been the accredited representative of the shipping interests, and recognizing the many broad questions with which the shipping public has to deal, as affecting all shippers and all communities, I have felt the necessity for thorough organization and co-operation on the part of the shippers. This same feeling has existed on the part of representatives of large industrial organizations and other large communities with the result that a national organization of shippers has been formed, and during the few years of its existence, has accomplished much on the shippers side. It has, however, felt the necessity for some additional legislation, protective of the shippers interests, but not unkindful of the interests of the carriers.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.

[Under the head of the "National Industrial Traffic League" the speaker gave a history of the growth of this organization, which came into existence in the fall of 1907, and now comprises a membership representing approximately eighty thousand shippers, of what the organization is composed, the plan of its work, its relations with the Interstate Commerce Commission and conferences engaged upon with carriers, involving matters of mutual interest, but which have not required legislative action.]

THE COMMERCE ACT AMENDMENT.

In our consideration of transportation as affecting the shippers interests, as gathered by personal experience and the result of conferences with the Interstate Commerce Commission, and in view of decision rendered by that body, we have felt that additional power should be given to the Interstate Commerce Commission, so that by statute certain rights to which we feel shippers are entitled may be enacted into the law, giving thereby regulative power to the Commission on these points. In arriving at our conclusions we have given these several subjects more than ordinary attention, and they were made the subject of negotiations with

representatives in Congress and in addition presented to the President for his consideration with the request that our petition be given careful thought, in connection with any message he might send to Congress, bearing on the Commerce Act. The following are amendments proposed:

Giving to the Commission power to suspend proposed changes in rates and regulations.
Giving to shipper right to route freight.
Quotation of rates in writing.
Insertion of rates in bills of lading.
Classification.
Commerce Court.
Stocks and bonds.

[The speaker gave a brief history of the various steps taken to secure the proposed amendments to the interstate commerce act, which were embraced in the special message sent by the President to Congress and the necessity for this proposed legislation, which is provided for in Senate Bill 5106, introduced by Mr. Elkins and House Bill 17536, introduced by Mr. Townsend.]

I wish now to direct your minds to another important point, touching upon the commerce of our country and the transportation thereof. In excess of 80 per cent of the commerce of this country requiring transportation facilities is interstate. By reason of this much larger traffic being interstate, we come constantly in conflict with state regulations, both harassing to the shipper and carrier, by reason of the application of different laws, different rules and different transportation problems. There is extreme difficulty in separating INTRASTATE from INTERSTATE commerce. The way to exercise proper regulation over our carriers, in my judgment, can better be accomplished through Federal regulation and through the voice of the various states as exercised in Congress, than by diversified state legislation.

I urge a greater Federal control over the instrumentalities of commerce, both INTRASTATE and INTERSTATE, believing that the mind of the entire people better expresses the regulation that should be exercised, than the minds of individual commonwealths. Our several commonwealths, through their influence as exercised in Congress, having obtained reasonable regulation, should pattern their states thereafter. One of the difficulties encountered in connection with state regulation is the fact that our state commissioners are too much inclined to political parties and to be political creatures. Business can not be conducted along party lines. Business is an interest common to all parties in which all parties engage. Our state commissioners should be representative business men, professional, commercial and railroad. Their salaries should be sufficient to attract able and representative men. They should be appointed, not elected, and their terms of office should be of sufficient length to enable them to become masters of the duties assigned to such an important office. If this could be consummated and railway regulation were handled along business lines, there would be a better understanding between those representing the common carriers and those representing the public. We should lend our aid and assistance in bringing about these business methods.

In conclusion, permit me to say that shippers throughout the country are becoming rapidly educated as to the rights and duties of common carriers and through this knowledge are tempering their feeling toward the carriers. They will not longer be led astray by the political demagogue. They can reason, and be reasoned with, by the carriers. They will only demand that which they deem right and in consequence there should be less of difficulty in getting together for the framing of just and reasonable regulations. Laws are not enacted for the purpose of harassing or restricting the good, but to prevent the bad and to punish those who transgress upon the rights of the people. Railways and shippers are both entitled to be heard, but let the outcome be for the purpose of construction and not obstruction. Let there be a more perfect harmony and co-operation between the shipping and transportation agencies.

Arrangements have been made at Minneapolis to demonstrate the inspection and grading of commercial grains as practiced by the state inspector's office in the Municipal Auditorium during the Conservation and Agricultural Development Congress, to be held on March 16 to 19. Any farmer who cares to will be able to see there why his corn or wheat is No. 4 or No. 2 or 3 when he thinks it ought to be No. 1 and bring the best price.

In concluding a very interesting paper on "Wheat Production in Western North Dakota," read to an Institute, Supt. L. R. Waldron of the Dickinson Sub-experiment Station says: "I should say that the farmer is not particularly to blame that not more of the durum wheat is raised. The price is not of such a nature to warrant him in doing this,—if the wheat is to be marketed as wheat. The Department of Agriculture and the experiment stations have shown conclusively that durum wheat is the logical wheat for the region which we have discussed. It is now up to the consuming public, who are complaining of the increased cost of living, to make use of this fact. As soon as bread from durum becomes popular, durum wheat will assume its rightful price in the market, or it should at least, and when that time comes, then western North Dakota can produce several million bushels more of wheat than it could were it depending upon the fives and blue stems."

*A paper read by the author before the Kansas Grain Dealers' Association at Kansas City, on February 10, 1910.

HAY AND STRAW

Stock is being sold for a \$20,000 alfalfa mill in Gainesville, Texas.

Frank Brendle contemplates the erection of an alfalfa mill at Salina, Kan., it is understood.

The alfalfa mill that has been in course of erection at Holcomb, Kan., has been completed. Its capacity is twenty tons a day.

The Consolidated Alfalfa Milling Co. of Oklahoma City, Okla., has made a proposition to the town of Quanah, Texas, to establish an alfalfa and milo maize feed mill with \$20,000 capital at that place.

It is probable that either a mill for straight meal or mixed feed containing alfalfa will eventually occupy the old site of the Winfield Alfalfa Milling Co.'s plant, which was destroyed by fire at Winfield, Kan.

J. R. McCoy and W. E. Welch of Oklahoma City, Okla., have been in Frederick, Okla., endeavoring to have local men purchase a one-half interest in an alfalfa mill at that place. The promoters plan a sixty-ton mill to cost \$20,000.

Preliminary steps to commence construction work on the proposed alfalfa meal mill for Hagerman, N. M., have been taken. The building and machinery will cost \$30,000. The capacity will be two tons an hour and the plant may be operated day and night.

The National Alfalfa Millers' Association held its second semi-annual convention at Kansas City on February 26 and 27. The most material business done was to revise the constitution and adopt new grading rules for alfalfa meal and new trading rules.

The Alfalfa Products Co. has purchased the old flour mill of Griffin & Skelley at Gridley, Cal., and will convert it into an alfalfa plant. The new mill will be in operation in time to handle the alfalfa crops of this season, the machinery having already been ordered from the east.

H. B. Horner, J. D. Wrather, Will Waterfield and others have purchased the plant known as the Hardy Grain Co. in Hornbeak, Tenn., and commenced operations March 6. The concern, which is capitalized at \$25,000, will manufacture a product which is a mixture of clover and alfalfa hay ground with corn and oats.

At a recent meeting of farmers in the vicinity of Vineland, Pueblo County, Colo., it was decided to establish an alfalfa mill in Vineland. Some were in favor of the farmers building and operating the mill themselves, while others believed it would be advisable for an outsider to build and operate it. A committee has been appointed to ascertain the cost of a mill.

Because of cold weather in Holland during the past few springs of the year, and especially during the spring of 1909, coupled with excessive rains during harvest time, the quality of the hay crop for the present season is very bad. Prices also are abnormally high on account of short crop. On account of this situation Consul Henry H. Morgan writes from Amsterdam that there is a market for American hay there.

The Consolidated Alfalfa Milling Co., which was recently organized at Sherman, Texas, for the purpose of erecting a mill which will take the alfalfa from the fields and dry it, announces that it will commence at once the erection of a mill in Southeast Sherman. The building and machinery will cost \$20,000 and it is planned to be ready for operation within sixty days. The concern is composed of Sherman and Oklahoma capitalists.

The Consolidated Alfalfa Milling Co. of Oklahoma City, Okla., has made a proposition to the Chamber of Commerce of El Paso, Texas, to build an alfalfa mill in the latter town to cost \$20,000. The capacity would be sixty tons of dry product daily. The concern does not ask a bonus, but requests that local capital be interested to the extent of subscribing for \$10,000 worth of stock, the subscribers to receive an equal amount of stock in the parent company. The new plants which this concern is building in New Mexico, Texas and Oklahoma, according to Vice-President Miller, consist of a double mill, two of the dryers or evaporators and other machinery set together and operated as one mill.

HAY CONDITIONS.

In Bulletin No. 3 of the American Hay Association J. Vining Taylor, secretary, says:

On Dec. 21st I issued Bulletin No. 2 asking for information in regards the amount of hay on hand, etc. The replies I received were so few I did not feel justified in issuing a special bulletin, but for your information I herewith give you the benefit of what I have compiled as result of the answers that I did receive. This may not be of much value to you but I give it to you for what there is in it. The questions asked were as follows:

1. How does amount of hay shipped out from present crop compare with amount shipped out last year during same period?

2. How does amount of hay in shippers and dealers hands compare with amount on hand this time last year?

3. How much hay back in farmers' hands at this time?

A. Of this, how much available for shipment

4. How does quality compare with former years as an average?

5. Are producers apparently satisfied with prevailing prices?

6. Is straw crop larger or smaller than last year?

7. How does the quality compare with last year's crop?

New York.—1, 69 per cent; 2, 53 per cent; 3, 35 per cent; A, 15 per cent; 4, better; 5, yes; 6, smaller; 7, better.

Illinois.—1, 97 per cent; 2, 70 per cent; 3, 41 per cent; A, 16 per cent; 4, best in years; 5, yes; 6, larger; 7, better.

Indiana.—1, 104 per cent; 2, 60 per cent; 3, 31 per cent; A, 12 per cent; 4, an average; 5, yes; 6, larger; 7, average.

Michigan.—1, 94 per cent; 2, 71 per cent; 3, 43 per cent; A, 11 per cent; 4, better; 5, yes; 6, average; 7, better.

Ohio.—1, 115 per cent; 2, 37 per cent; 3, 30 per cent; A, 14 per cent; 4, average; 5, yes; 6, average; 7, better.

Pennsylvania.—1, 60 per cent; 2, 40 per cent; 3, 27 per cent; A, 10 per cent; 4, better; 5, no; 6, larger; 7, better.

Oklahoma.—1, 100 per cent; 2, 50 per cent; 3, 10 per cent; A, 10 per cent; 4, will all; 5, yes; 6, smaller; 7, better; be fed best in years.

CORN IN NIGERIA.

The Governor of Nigeria for 1908 says that the export of corn (maize) from Nigeria shows a steady increase, and in 1908 amounted to no less than 15,529 tons; with the exception of two tons from the central province, this was shipped entirely from the western province, where the railway extension and development appears to have greatly stimulated its cultivation.

The corn was very much infested with weevil, and the best methods of preventing the attacks of this insect are seriously engaging the attention of the recently appointed government entomologist.

Experiments carried out in the Olokemeji Gardens (western province) with a view to ascertaining whether the yield can be increased to such an extent by the use of artificial manures as to make the import and use of the latter in up-country districts profitable were entirely successful. It was found that by the use of sulphate of potash and sulphate of ammonia as manure, involving an additional outlay of 57 per cent, the yield of corn can be increased by as much as 78 per cent.

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Medium and Mammoth Clover Seed, free from Buckhorn.

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HOT AND DAMAGED CORN WANTED.

We will buy hot and damaged corn of every description. Name prices.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address.

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Modern galvanized iron-covered elevator and feed mill. Office, scales, corn crib and coal shed. On right of way of Chicago, Milwaukee & Gary Railroad at Harrisville, Winnebago Co., Ill.; also house on two lots nearby. Make offer. Will consider part cash and farm lands, Minnesota, North or South Dakota.

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One No. 0 Three High Willford Roller Mill in good order for sale cheap. Address

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One 6-horsepower Fairbanks-Morse Gasoline Engine for sale. Hopper cooled. Good as new. Address

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HISTORY OF MAY CORN

My "History of May Corn" Circular B gives exhaustive data, covering the fall marketing season and the question of the ultimate value level.

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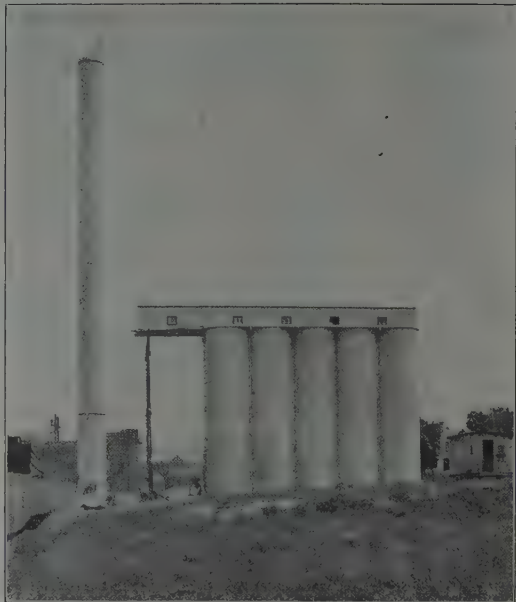
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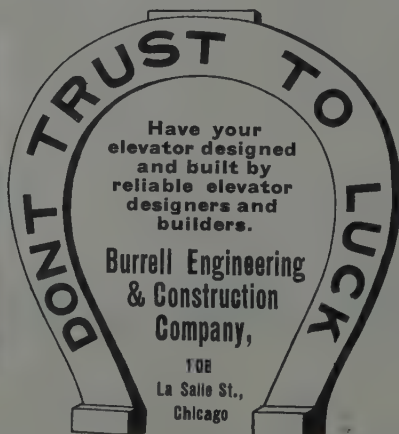
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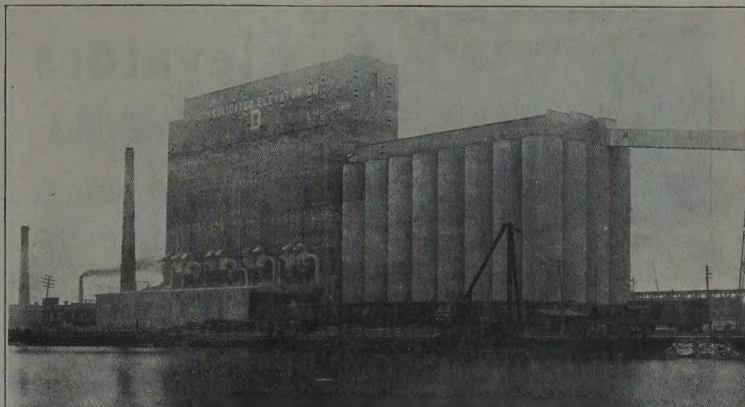


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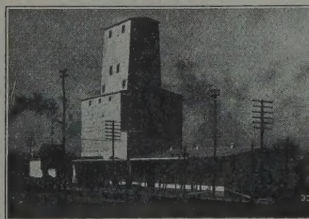
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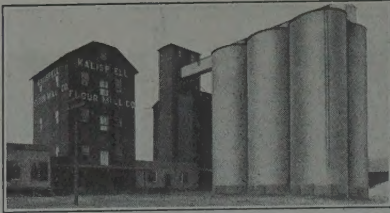
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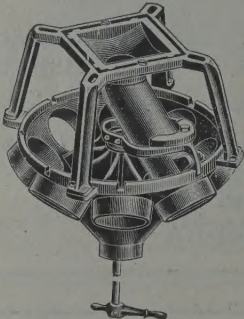
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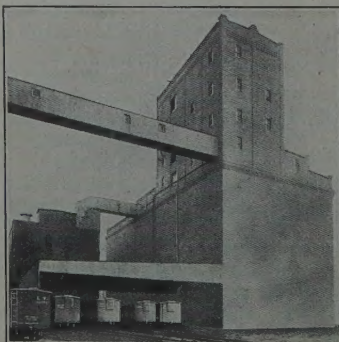
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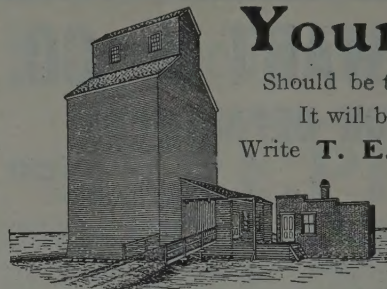
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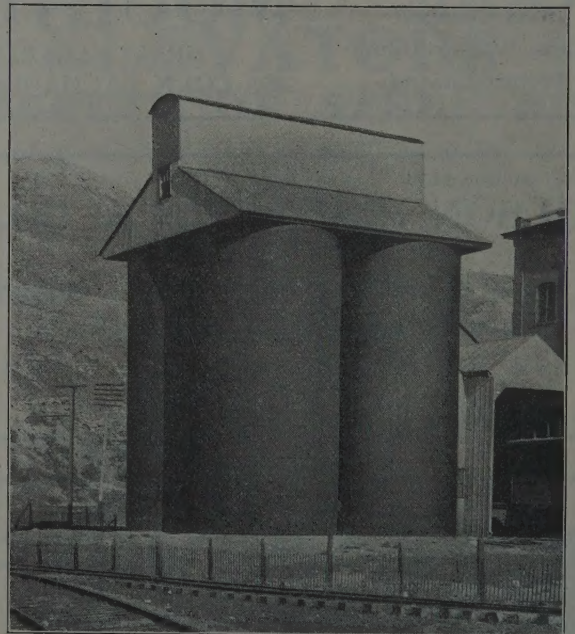
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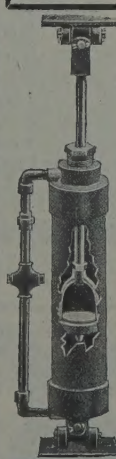
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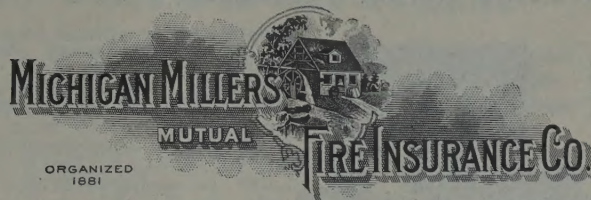
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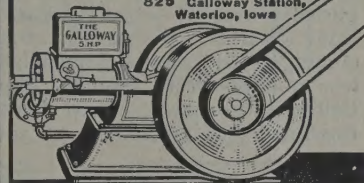
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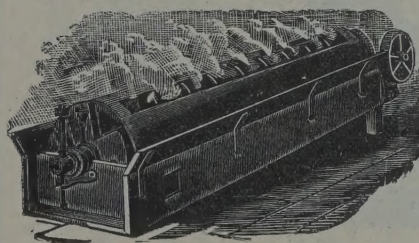
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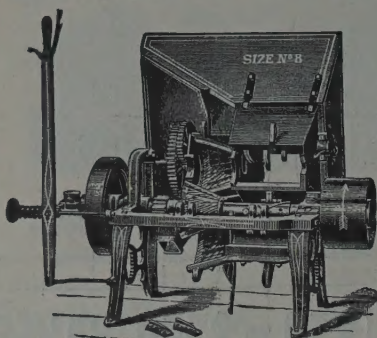
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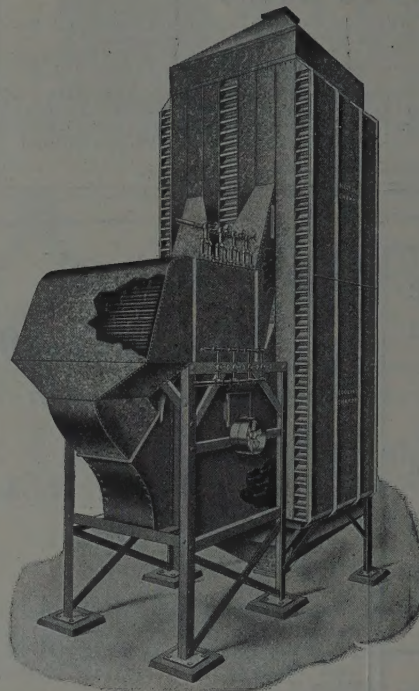
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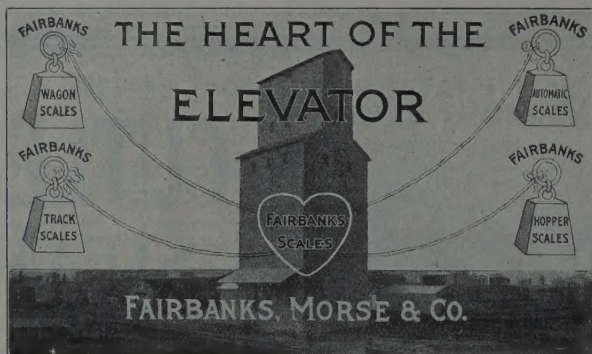
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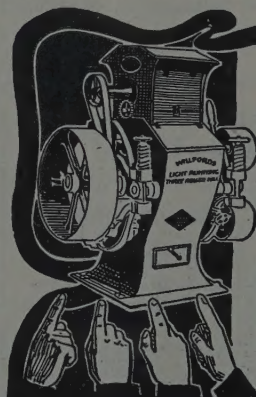
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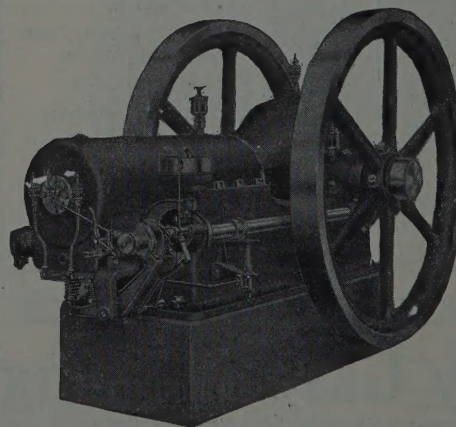
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The Field Engine

Important Features

All Engines equipped with Automatic Starting device. Igniter points may be cleaned and speed of Engine changed without stopping and without handling any moving parts. All Valves and Igniter are mechanically operated. There are no water packing joints on the FIELD through which water can leak into the cylinder. All engines are constructed to carry a compression of 70 lbs. on gasoline, 100 lbs. on gas and 140 lbs. on alcohol, insuring the highest efficiency. We have eighteen distributing points in the United States. Catalog No. 60 gives other features of exceptional merit. Your postal will bring it.

THE FIELD-BRUNDAGE CO.,

Jackson, Michigan